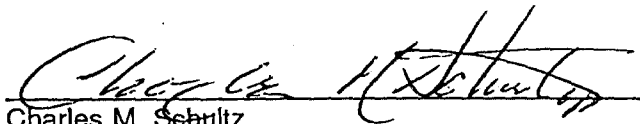


Record of Decision Interlakes Special Recreation Management Area

This document records the decisions and/or findings of the Bureau of Land Management (BLM), Bureau of Reclamation (BOR), and National Park Service (NPS) relative to the Interlakes Special Recreation Management Area Plan and Final Environmental Impact Statement. The BLM manages 26,700 acres, the USFS manages 11,200 acres, the BOR manages 5,300 acres, and the NPS manages 4,500 acres within the Interlakes Special Recreation Management Area.

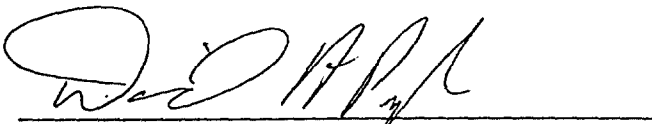
The Field Manager of the Bureau of Land Management, the Superintendent of the Whiskeytown National Recreation Area, and the Area Manager of Bureau of Reclamation approve implementation of all attached decisions made within the Interlakes Special Recreation Management Area Plan of October 1997.



Charles M. Schultz

Field Manager, Bureau of Land Management - Redding Field Office

1/5/98
Date



David A. Pugh

Superintendent, National Park Service - Whiskeytown National Recreation Area

1/7/98
Date



Michael J. Ryan

Area Manager, Bureau of Reclamation - Northern California Area Office

1/5/98
Date



United States
Department of
Agriculture

Forest
Service

Shasta-Trinity
National Forests

2400 Washington Ave.
Redding, CA. 96001
(916) 246-5222
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Reply To: 1500

Date: December 16, 1997

Bureau of Land Management, Redding Field Office
Bureau of Reclamation, Shasta Area Office
National Park Service, Whiskeytown NRA

Dear Interagency ISRMA Planning Team:

The Forest Service has appreciated serving as a co-lead agency in the preparation of the Final Environmental Impact Statement for the Interlakes Special Recreation Management Area (ISRMA). We have reviewed the Shasta-Trinity National Forests Land and Resource Management Plan (1995) in relation to management decisions within the proposed action of the ISRMA plan and determined that it is consistent. Therefore, additional approval of the ISRMA plan by the Forest Service is not required prior to implementation.

Sincerely,

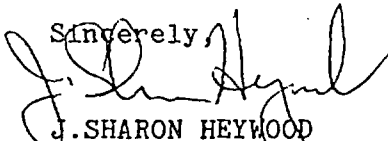

J. SHARON HEYWOOD
Forest Supervisor



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SUMMARY

Introduction

The Interlakes Special Recreation Management Area (ISRMA) Plan identifies the direction for management of public lands within a 75,000 acre region bordered by upper Clear Creek to the west, the City of Shasta Lake to the east, Highway 299 to the south, and Wild Cow Mountain to the north (see map on page S-2). The planning effort, which began nearly 4 years ago, utilized coordinated resource management planning techniques and involved extraordinary outreach. This document records the final decision from that planning process.

Coordinated Resource Management Planning

The Bureau of Land Management, Bureau of Reclamation, National Park Service, and U.S. Forest Service were co-leads in this planning effort. The California Department of Parks and Recreation, Off-Highway Motor Vehicle Division, and Shasta County were cooperating agencies that assisted greatly with this planning effort. The interagency planning team utilized input from private landowners, interested citizens, recreational user groups, local and state governments, and Federal agencies to craft the approved proposed action.

The Bureau of Land Management and Bureau of Reclamation will utilize this plan to manage public lands within the ISRMA under their respective jurisdictions. The U.S. Forest Service has determined that this plan is consistent with direction already provided within the Land and Resource Management Plan approved for the Shasta-Trinity National Forests in 1995 and, therefore, will not be altering that direction. The National Park Service will be using this plan when formulating new direction under their Unit plan. The California Department of Parks and Recreation, Off-Highway Motor Vehicle Recreation Division will be using this plan when considering funding strategies for the cooperative Chappie-Shasta OHV Management Area project. Finally, Shasta County will be using this plan to assist with the cooperative management of

Bureau of Reclamation lands adjacent to Keswick Reservoir which are cooperatively managed by Bureau of Reclamation, Shasta County and Bureau of Land Management.

Approved Plan

Alternative E, which was disclosed within the Final Interlakes Special Recreation Management Area Plan and Environmental Impact Statement (FEIS), is approved along with guidance common to all alternatives. That alternative was developed by the interagency planning team after comments on the Draft Plan and Environmental Impact Statement (DEIS) were evaluated. Minor clarification adjustments were made based on information provided on the Final Environmental Impact Statement (FEIS).

Rationale For the Approved Plan

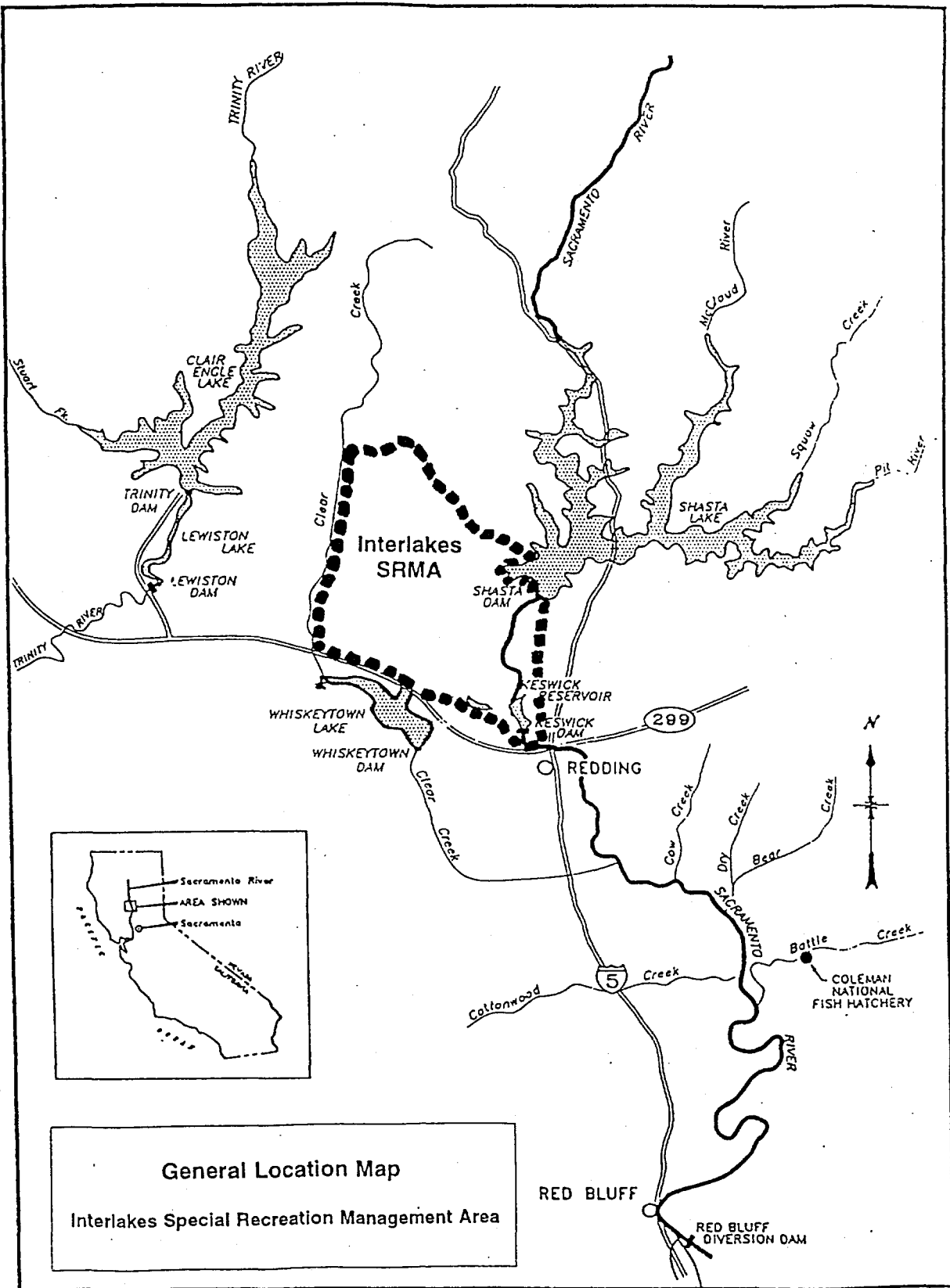
The proposed action best achieves the approved goals and objectives for public lands within the Interlakes Special Recreation Management Area. The proposed action would greatly improve recreational opportunities and safety, enhance wildlife habitat, protect soil resources, cultural resources and adjacent residential communities, and reduce fire hazards.

Monitoring

The approved plan includes a monitoring plan that will provide long-term protection of the environment. Soil erosion will be closely monitored, and road and trail strategies will incorporate findings of a detailed watershed analysis for the upper Clear Creek watershed. Traffic flows and the Whiskeytown deer herd will also be closely monitored.

Public Involvement

Publication of the Record of Decision is the final step in the coordinated resources management planning process. The Draft Plan and DEIS was released to the public on December 5, 1996, then again on March 6, 1997. The Final Plan and FEIS was released on October 31, 1997.



SPECIFIC RECREATION MANAGEMENT DECISIONS

The proposed action identified within the Final Plan and FEIS (Alternative E) is approved. The recreation management strategy detailed within that alternative is described below:

RECREATIONAL RESOURCES MANAGEMENT

Recreational opportunities will be broadly segregated into four units delineated on the Recreation Management Map. The units include the Sacramento River Greenway, the Chappie-Shasta OHV Management Area, the Clear Creek Greenway, and the South Fork Management Area.

Sacramento River Greenway: The goal of recreation management for the Sacramento River Greenway will be to provide a predominately natural setting for people where there will be moderate to noticeable evidence of the sights and sounds of other people. Access to the natural environment will feature elements of challenge and ease, and will be managed to reduce illegal activities such as garbage dumping and vagrancy. The showcase features and marketing elements of this Greenway will be a regional firing range and a long, looping, predominantly non-motorized trail system circling both sides of Keswick Reservoir and the Sacramento River, and linking up to the existing Sacramento River Trail below Keswick Dam.

Recreational resources management will be provided by several public agencies and will emphasize river-based, non-motorized recreation pursuits. Long-term strategies for the sub-units listed below and shown on the Recreation Management Map include the following:

1. Develop a cooperative management agreement with an organization that will manage a segment of Flat Creek as a demonstration area for gold panning and dredging. If no organization desires to cooperatively manage the area, delineate the sub-unit as a "Special Area" and operate as a recreational mineral collection area.
2. Develop parking areas adjacent to Iron Mountain Road and install vehicle barriers to deter garbage dumping.
3. Manage this region to enhance non-motorized recreation opportunities, and reduce garbage dumping and other illegal activities. Non-motorized recreation opportunities can be enhanced by converting the railroad grade between Keswick Boat Ramp and Matheson Road into a regionally renown "Rails-To-Trails" project, featuring historical interpretation and non-motorized use. Consider motorized use of the railroad bed for special events on a case by case basis. Consider the development of additional non-motorized trails that will tie into the railroad grade between Iron Mountain Road, Matheson Road and Keswick Reservoir. To increase access onto this "Rails-To-Trails" project, improve Matheson Road into a two-wheel drive road and develop a parking area along the railroad grade. Prohibit camping and target shooting within this sub-unit.
4. Provide four-wheel drive public access down Coram Road to Keswick Reservoir at Motion Creek, and access to trails such as the Lemurian Chute and Foundation Trail. Ensure that four-wheel drive access that is provided is available for all registered motor vehicles. Only after this alternative access is provided, convert the railroad grade between Motion Siding and Shasta Dam into a regionally renown "Rails-To-Trails" project featuring historical interpretation and non-motorized use. Consider motorized use of the railroad bed for special events on a case by case basis. To increase access onto this "Rails-To-Trails" project, provide a parking area above the railroad bed at Motion Creek, and develop an additional parking area below the Shasta Campground on Bureau of Reclamation land. Prohibit camping (other than at the Shasta Campground) and target shooting within this sub-unit.

R 4 V

[illegible]

Management area boundary
(e.g. Chappie Shasta UMY Area)

Sub-unit boundary

Prescription number for each sub-unit (see text)

page 2

5. Enhance semi-primitive, non-motorized recreation opportunities and reduce trespass into private lands within the Iron Mountain Area. Improve the existing railroad bed west of Iron Mountain Road into a hiking and biking trail.
6. Improve directional signing to recreational facilities and enhance bicycle riding opportunities.
7. Encourage development of a public boat ramp or primitive launch facility.
8. Develop parking areas adjacent to Walker Mine Road and install vehicle barriers to deter garbage dumping.
9. Enhance opportunities for a semi-primitive, non-motorized recreation experience by providing loop trail systems, parking areas and primitive facilities for hikers, mountain bike riders and equestrians. For safety purposes, close and rehabilitate roads and trails leading to managed shooting locations within the regional firing range. Provide signing that will inform the public that a regional firing range is nearby. Prohibit camping and target shooting within this sub-unit.
10. Enhance non-motorized recreation opportunities by improving the existing hiking trail which parallels the western edge of Keswick Reservoir above Keswick Dam and/or constructing additional non-motorized trails that will stretch from the existing Sacramento River Trail to the railroad bed near the community of Keswick. Manage the railroad bed between Keswick Boat Ramp and Iron Mountain Road as a regionally renown "Rails-To-Trails" project featuring historical interpretation and non-motorized use. Consider motorized use of the railroad bed for special events on a case by case basis.
11. Maintain existing Sacramento River Trail and related facilities (including a link towards Keswick Dam), and develop

additional (non-motorized) feeder trails as demand warrants. Prohibit camping and target shooting within this sub-unit.

12. Develop two-wheel drive access along the railroad bed between the Matheson parking area to Motion Siding. Develop a parking area at Motion Siding and prohibit motor vehicle use along the railroad bed north of this parking area. Prohibit camping and target shooting within this sub-unit.
13. This 60 to 160 acres of BLM property has been identified for acquisition by Shasta County for consideration of a regional firing range. Once the acquisition is complete, management proposals on this property will be developed and evaluated by Shasta County under the California Environmental Quality Act.

Chappie-Shasta OHV Management Area: The goal of recreation management for the Chappie-Shasta OHV Management Area will be to provide a predominantly natural appearing setting for people where there will be moderate to noticeable evidence of the sights and sounds of other people. Access to the natural environment will feature elements of challenge and ease, and will be managed to enhance opportunities for motorized dependent recreation. The showcase feature and marketing element of this area will be a system of challenging loop roads and trails available for motor vehicle driving that will provide access to spectacular viewing locations and remote regions offering semi-primitive recreation experiences.

Recreational resources management will be provided by BLM, Forest Service, National Park Service and Bureau of Reclamation with funding assistance provided through the California State Parks, Off-Highway Motor Vehicle Recreation Division. Multiple use recreation pursuits will be emphasized with large blocks of public land being accessible by motor vehicles. Long-term strategies for the sub-units listed below and shown on the Recreation Management Map include the following:

1. Manage this extensive use area to

enhance challenging driving and riding opportunities, improve classic trail riding routes, provide speciality sites, areas and courses, and highlight natural and constructed attractions. Attractions include a dense network of challenging trail riding opportunities, and great views of Shasta Dam, Keswick Reservoir, Shasta Lake, Whiskeytown Lake and the City of Redding. Augment the existing network of road and trail with loop connections featuring mixed skill levels. Favor single track development over the development of additional four-wheel drive roads, and provide additional "easiest" and "more difficult" trails that exit the OHV Staging Area.

Ensure the safe transition for trail users connecting with the Coram Road segment not claimed by the County which will be maintained as a four-wheel drive road. Establish a safe speed limit for the County claimed segment of Coram Road and provide for joint motor vehicle use under 38026 of the State Vehicle Code, or abandonment / assignment of this County Road segment. Increase agency presence in the region around the Staging Area to reduce user conflicts, guard against illegal activities, and improve visitor safety.

2. If private land is acquired and adequate landing spaces can be located, develop an appropriate use authorization with an organization that will manage the site as a hang glider/paraglider launching facility.
3. If private property is acquired, manage this extensive use area to enhance four-wheel driving opportunities, conserve deer habitat, and protect Whiskey Creek drainage from accelerated soil erosion. Recreational opportunities can be enhanced by augmenting the moderate density of existing road and trail with new routes that complete loop trail systems. Favor four-wheel drive opportunities over single track opportunities, and "more difficult" skill levels over "easiest" and

"most difficult" skill levels. If private land is acquired from a willing seller, develop a staging area at the end of Whiskey Creek Road. If a staging area is determined to be infeasible off Whiskey Creek Road, a trailhead/staging area on National Park Service land may be considered near New York Gulch that will be served by a trail network available for all registered motor vehicles. Increase agency presence in the region around the staging area(s)/trailhead to reduce user conflicts, guard against illegal activities, and improve visitor safety.

4. Manage this moderate use area to enhance self discovery of natural attractions, conserve forest resources and deer habitat, and protect private property located to the west of the area. Natural attractions include great views, wildlife viewing and hunting opportunities, coniferous forests with shade, and a strong likelihood of having a secluded recreational experience. Recreational opportunities can be enhanced by augmenting the moderate density of existing road and trail with new routes that complete loop trail systems. Favor four-wheel drive opportunities over single track opportunities, and "easiest" to "more difficult" skill levels over "most difficult" skill levels. Offer a limited amount of routes featuring "most difficult" skill levels, and provide new routes that connect with existing opportunities to the north. Protect private property to the west of this area by posting boundary signs between private and public property, and closing routes that continue westward over private property and reach Clear Creek.
5. Attempt to develop OHV access to the Shirttail Peak Area from the east (East and West Shirt Peak areas) and south (Whiskey Creek Basin region) for a period of 5 years. If OHV access from the east and south can not be provided within 5 years, consider the development of a 4WD road that will be available for OHV users across Cline Gulch from the

south. Before this alternative byway will be developed across Cline Gulch, an adequate law enforcement presence will need to be established for the area, and Shasta County will need to abandon (or designate for joint use) the American Mine Road leading towards Shirttail Peak.

Continue the byway north of Shirttail Peak using existing roads and trails, and develop a safe crossing of East Fork Road. Consider the development of a new 4WD road that will be available for OHV users above East Fork Road that will tie into an existing 4WD road that ends above the County road. Before this alternative byway will be developed across East Fork, an adequate law enforcement presence will need to be established for the area and Shasta County will need to grant encroachments for the link across East Fork Road.

6. Manage this region to enhance the natural attractions of the area, protect historic resources and private property that adjoin the public lands, and emphasize low-intensity recreational use. Natural attractions of the area include steep and undulating terrain, diverse vegetation and wildlife. Boundaries between private and public property should be posted and shown on recreation maps to reduce private property trespass and improve visitor awareness. Low intensity recreational use can be facilitated by considering the development of a sparse system of roads and trails along ridges away from historic resources and private property, and ensuring that access routes do not lead down the slopes on to private property.
7. Consider this a residential and County Road protection area. Work with private landowners in formulating a neighborhood crime watch program. Work with the County in posting signs along East Fork Road indicating that the road is available for drivers with motor vehicles registered for highway use only.

Show this area on recreation maps informing visitors that this is a residential and County Road protection area. Educate visitors and landowners to drive slowly over this County Road. Aggressively enforce regulations covered within the State of California Vehicle Code.

8. Manage this region to enhance the natural attractions of the area, protect residential property that adjoins the public lands, and emphasize low-intensity recreational use. Natural attractions of the area include steep and undulating terrain, diverse vegetation and wildlife. Boundaries between private and public property should be posted and shown on recreation maps to reduce private property trespass and improve visitor awareness. Low intensity recreational use can be facilitated by considering the development of a sparse system of roads and trails along ridges away from residential property, and ensuring that access routes do not lead down the slopes on to private property.

Clear Creek Greenway: The goal of recreation management for the Clear Creek Greenway will be to provide a predominantly natural appearing setting for people where there will be only moderate evidence of the sights and sounds of other people. Access to the natural environment will feature an element of challenge and will be managed to reduce motor vehicle traffic within the community of French Gulch and along East Fork Road. The showcase feature and marketing element of this Greenway will be a corridor of undeveloped terrain linked together with a series of non-motorized trails adjacent to Clear Creek.

Recreational resources will be managed by BLM, Forest Service and National Park Service emphasizing non-motorized recreational pursuits. Public agencies may seek the assistance of local government and user groups to develop various recreational facilities. Long-term strategies for the sub-units listed below and shown on the Recreation Management Map include the following:

1. Manage the network of designated roads and trails within the Whiskeytown Unit of the National Recreation Area to enhance the opportunity to enjoy the Unit's cultural and natural values.

2. Manage this region to enhance the natural attractions of the area, protect historic resources and private property that adjoin the public lands, and emphasize low-intensity, non-motorized recreational use. Attractions of the area include the French Gulch Historic District, Clear Creek, steep and undulating terrain, diverse vegetation and wildlife. Boundaries between private and public property should be posted and shown on recreation maps to reduce private property trespass, improve visitor awareness, and protect historic resources. Non-motorized recreational opportunities can be emphasized by closing roads and trails to motor vehicle use that traverse the area and lead down the slopes on to private property along Clear Creek or Cline Gulch Road. Evaluate historic properties within the area for possible inclusion into the historic district.

3. Manage this region to enhance the natural attractions of the area, protect private property that adjoin the public lands, and emphasize low-intensity, non-motorized recreational use. Attractions of the area include Clear Creek, steep and undulating terrain, diverse vegetation and wildlife. Boundaries between private and public property should be posted and shown on recreation maps to reduce private property trespass, and improve visitor awareness. Non-motorized recreational opportunities can be emphasized by closing roads and trails to motor vehicle use that traverse the area and lead down the slopes on to private property along Clear Creek, Cline Gulch Road, or East Fork Road.

4. Manage this region to enhance the natural attractions of the area, protect

private property that adjoin the public lands, and emphasize low-intensity, non-motorized recreational use. Attractions of the area include Clear Creek, steep and undulating terrain, diverse vegetation and wildlife. Boundaries between private and public property should be posted and shown on recreation maps to reduce private property trespass, and improve visitor awareness. Non-motorized recreational opportunities can be provided by closing roads and trails to motor vehicle use that traverse the area and lead down the slopes on to private property along Clear Creek and East Fork Road.

5. Install signs along East Fork Road indicating that the road is available only for licensed drivers with street legal vehicles. Prohibit motor vehicles that are not registered for highway use on the road.

6. Install signs along Cline Gulch Road indicating that the road is available only for licensed drivers with street legal vehicles. Prohibit motor vehicles that are not registered for highway use on the road.

7. Enhance semi-primitive, non-motorized recreation opportunities by developing a day-use area for non-motorized trail users at the Merry Mountain Site.

South Fork Management Area: The goal of recreation management for this area will be to provide a predominately natural setting where evidence of human development is apparent and access will feature both motorized and non-motorized opportunities. BLM and Bureau of Reclamation lands affected by acid mine drainage may be available for exchange if the action will enhance remedial efforts. Long-term strategies for the units shown on the Recreation Management Map include the following:

1. Retain or acquire public access from willing sellers over the road north of South Fork Lookout and prevent public access to facilities constructed to treat

acid mine drainage.

2. Install signs on all public access routes indicating that only highway legal vehicles are permitted. Delineate and sign boundaries between public and private land indicating where public access is legal. Develop informational signs indicating opportunities, explaining regulations, identifying hazards and

providing land use awareness. Locate and develop non-motorized routes from South Fork Mountain to Keswick Dam connecting to the Sacramento River Trail.

3. Maintain a use agreement with a qualified organization to permit use of the hang glider launching site on South Fork Mountain.

OVERALL MANAGEMENT DECISIONS

VEGETATION MANAGEMENT

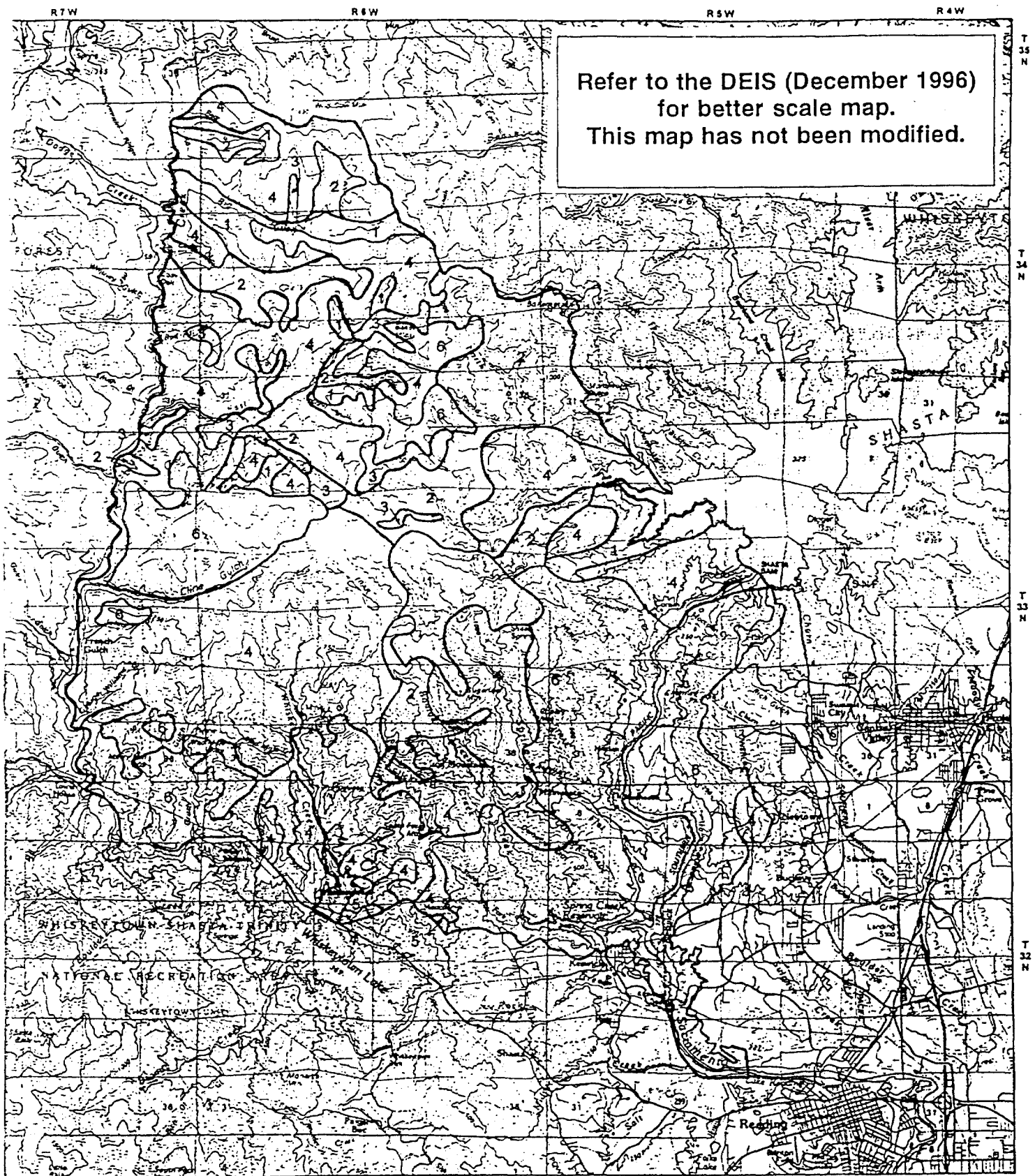
Desired Future Conditions: Desired plant communities (DPC's) have been approved for the ISRMA and are depicted on the Desired Plant Community Map located on the next page. DPC's allow public land managers to evaluate current vegetative conditions within the ISRMA in light of desired vegetative conditions and develop management practices which perpetuate or create the desired condition.

DPC's are provided below by numbers which correspond to the Desired Plant Community Map and qualitatively describe species composition, cover, and structure. DPC's were formulated using a Geographical Information System Model which was adjusted for concern over deer winter range conditions, soil erosion hazard ratings, forest productivity and fuel loadings. These DPC's may be further refined once site specific inventories are conducted and other factors are considered.

- **DPC 1 - Late successional, mixed conifer forest community**
Desired plant community is characterized by a dense crown closure (60% to 100%), multiple vertical layers (2 to 4 layers), small forest openings (1/4 acre to 2 acres), multiple age classes, multiple snags and downed woody debris. Douglas-fir, ponderosa pine, sugar pine, white fir and incense cedar will be dominant conifers, while black oak, canyon live oak, coast live oak and madrone will be found within pockets or the understory.
- **DPC 2 - Early successional, mixed conifer forest community**
Desired plant community is characterized by a moderate to dense crown closure (50% to 100%), few vertical layers (1 to 2 layers), small to medium forest openings (1/4 acre to 5 acres), few age classes, few to multiple snags and downed woody debris. Douglas-fir, ponderosa pine, sugar pine, white fir and incense cedar will be dominant conifers, while black

oak, canyon live oak, coast live oak and madrone will be found within pockets.

- **DPC 3 - Mixed conifer/hardwood forest community**
Desired plant community is characterized by a moderate to dense crown closure (50% to 100%), few to multiple layers of conifers and hardwoods (1 to 4 layers), small to medium forest openings (1/4 acre to 5 acres), multiple age classes, multiple snags and downed woody debris. Douglas-fir, ponderosa pine, sugar pine, white fir and incense cedar will be co-dominate with black oak, madrone, canyon oak, coast live oak and madrone hardwoods.
- **DPC 4 - Mixed hardwood and multi-seral brush community**
Desired plant community is characterized by a low to moderate crown closure (20% to 50%), few vertical layers (1 to 2 layers), small to large forest openings (1/4 acre to 10 acres), multiple age brush species, multiple age hardwood species, few snags and downed woody debris. Canyon live oak, bigleaf maple, black oak, and California bay will be the primary hardwood species, while multi-seral wedgeleaf ceanothus, lemon ceanothus, deer brush, greenleaf manzanita, chamise, various grasses and forbs will be the primary ground cover.
- **DPC 5 - Closed cone conifer and multi-seral brush community**
Desired plant community is characterized by a low to moderate crown closure (20% to 50%), few vertical layers (1 to 2 layers), small to large forest openings (1/4 acre to 10 acres), multiple age brush species, multiple age conifer species, few snags and downed woody debris. Knobcone pine and grey pine will be the primary conifer species, while multi-seral wedgeleaf ceanothus, lemon ceanothus, deer brush, greenleaf manzanita, chamise, various grasses and forbs will



LEGEND

- 1 = DPC 1 - Late mesomontane, mixed conifer forest community
- 2 = DPC 2 - Early mesomontane, mixed conifer forest community
- 3 = DPC 3 - Mixed conifer/hardwood forest community
- 4 = DPC 4 - Mixed hardwood and multi-herb brush community
- 5 = DPC 5 - Closed cone conifer and multi-herb brush community
- 6 = DPC 6 - Mixed chaparral community

0 1 2 3 4
Scale in Miles



Coordinated Resource Management Planning Effort

Desired Plant Community Map
Record of Decision
ISRMA Coordinated Management Plan

be the primary ground cover.

- **DPC 6 - Mixed chaparral community**
Desired plant community is characterized by small to large openings (1/4 acre to 10 acres), multiple age brush species, few snags and downed woody debris. Multi-seral wedgeleaf ceanothus, lemon ceanothus, deer brush, greenleaf manzanita, chamise, various grasses and forbs will be the primary ground cover.

Fuels Management: Most of the ISRMA is characterized by heavy fuel loadings due, in part, to fire suppression activities over the last 50 years. Existing conditions where the closed cone conifer and multi-seral brush community (DPC 5), and mixed chaparral community (DPC 6) are desired require major manipulation in order to be achieved. Manipulation of the brush components within these two communities will be conducted through prescribed burning (refer to Wildland Fire Management Plan, National Park Service, 1993), wildfire suppression policies, mechanical clearing when consistent with agency policies, or other means.

Special Status Plant Management: The DPC's identified above encompass populations or aggregations of special status plant species. These populations will be protected regardless of the proposed DPC. Further guidance for the ISRMA includes:

- Map, record, and protect essential habitat for known and newly discovered special status plant species until site specific conservation strategies are developed.
- Analyze the potential effects of all ground-disturbing projects on special status plants and their habitat. Mitigate project effects to avoid a decline in species viability.
- Monitor the effects of management activities on special status plants. If monitoring results show a decline in species viability, alter management strategy.
- Provide reports of new and recurrent

visits to special status plant populations to the California Natural Diversity Database (California Department of Fish and Game).

- Coordinate special status plant inventory and protection efforts between all land managing agencies, interested organizations, citizens and landowners.

Historical Landscape Management: One aspect of cultural resources management and planning is the consideration of significant historic landscapes. This includes ornamental and cultigen plantings, and historic landscape restoration through vegetation manipulation. A rural historic landscape is defined as a geographical area that historically has been used by people, or shaped or modified by human activity, occupancy, or intervention, and that possesses a significant concentration, linkage, or continuity of areas of land use, vegetation, buildings and structures, roads, waterways and natural features.

Within the ISRMA there has been considerable manipulation of vegetation over time, and some of this manipulation has historical importance. Care must be used if there is modification or removal of exotic vegetation that was part of a historic location (such as a homestead or townsite) so that change does not detract from the historic setting of the site. For this reason, some historic vegetation within the ISRMA may be protected regardless of the proposed DPC. Further guidance for lands within the ISRMA include:

- Protect the historic vegetative components associated with any property deemed eligible for inclusion in the National Register of Historic Places (National Register) until site specific conservation strategies are developed.
- Analyze the potential effects of all ground-disturbing projects on vegetation that may be associated with any property deemed eligible for inclusion in the National Register. Mitigation may require retaining all or a representative sample of vegetation if associated with a property.

- Monitor the viability and rate of spread of vegetation associated with any property deemed eligible for inclusion in the National Register. If monitoring results show an increase in introduced (exotic) vegetation, manipulate vegetation to perpetuate desired plant communities.
- Evaluate the historical context of vegetation that may be associated with any property deemed eligible for inclusion in the National Register when preparing management plans to eradicate noxious weeds and develop measures, if appropriate, to protect the vegetative components of these properties.

Riparian Area Management: An important component of the report entitled, Forest Ecosystem Management: An Ecological, Economic, and Social Assessment and subsequent "Amendments to Forest Service and Bureau of Land Management Planning Documents Within the Range of the Northern Spotted Owl" is the protection and improvement of riparian and aquatic ecosystems. In preparing the ISRMA plan, agencies delineated some of the interim riparian reserves which are shown on the Riparian Reserve Map. Although site specific riparian management strategies have not been developed at this time for each riparian reserve, the following guidelines have been proposed regarding overall riparian area management on lands within the ISRMA:

- Retain interim riparian reserve widths until site specific analysis can be conducted.
- Where conditions are achievable, manage riparian reserves under the late successional, mixed conifer forest community (DPC 1).
- Exclude riparian reserve acreage in calculations of a sustainable timber harvest.
- Remove trees within riparian reserves only where catastrophic events degrade riparian conditions, or stocking requires the removal of trees to restore riparian

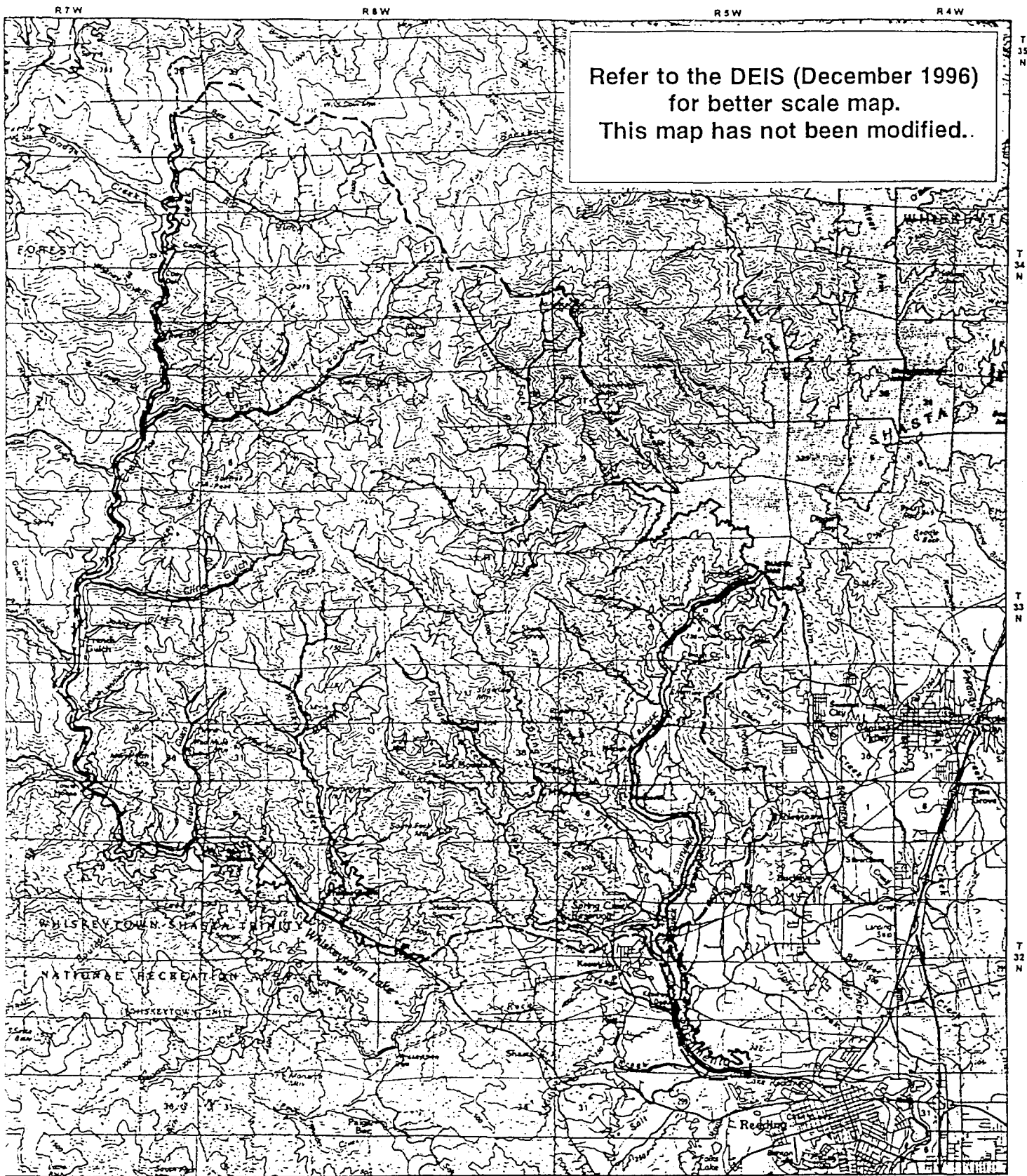
condition.

- Treat brush and other fuels within riparian reserves to mimic natural occurrences of fire.
- Evaluate existing roads and trails within riparian reserves and develop measures to minimize sediment delivery from the road surface.
- Provide and maintain fish passage at all road crossings on existing and potential fish-bearing streams.

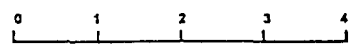
WILDLIFE AND FISHERIES MANAGEMENT

Deer Winter Range Habitat: Winter range habitat for the Whiskeytown deer herd is located primarily on south facing slopes within the Clear Creek/Whiskey Creek watershed in the ISRMA. This habitat is found at elevations below 3,500 feet and is currently dominated by mixed chaparral and hardwood vegetation that is over 50 years in age. The mixed chaparral community (DPC 6) and mixed hardwood and multi-seral brush community (DPC 5) within the critical winter range are the most limiting for wintering deer. Supplemental guidance for each of those two desired plant communities within the critical deer winter range will be:

- Use a fire suppression policy or treat the mixed chaparral desired plant community (DPC 6) to approximate a 30 year average fire occurrence.
- Conduct treatments on the mixed chaparral desired plant community (DPC 6) that favor deer browse brush species such as lemon ceanothus, wedgeleaf ceanothus and deer brush.
- Use a fire suppression policy or treat the mixed hardwood and multi-seral brush desired plant community (DPC 5) to approximate a seven year average fire occurrence.
- Conduct treatments on the mixed hardwood and multi-seral brush desired plant community (DPC 5) that favor deer browse brush species and mast



Refer to the DEIS (December 1996)
for better scale map.
This map has not been modified..



- LEGEND**
- Width equals two site potential trees or 300 feet
 - Width equals one site potential tree or 150 feet
 - Width equals one site potential

Riparian Reserve Map
Record of Decision
ISRMA Coordinated Management Plan

producing hardwoods.

Motor Vehicle Use Within Deer Winter Range: Approximately 53 miles of existing road and trail cross through winter range habitat within the ISRMA. Heavy motor vehicle traffic on these roads and trails while deer are wintering may be detrimental to the Whiskeytown herd, therefore, motor vehicle use levels and herd conditions will be closely monitored during the wintering period. If herd conditions decline, and are related to motor vehicle related stress, limits will be imposed on the number motor vehicles that will be allowed over roads and trails between November 15 to April 15. This may include prohibiting motor vehicles altogether from select roads and trails between November 15 to April 15.

Fisheries Management: Flat Creek provides the greatest opportunity for fisheries restoration in the ISRMA. Flat Creek has been changing rapidly ever since Spring Creek was diverted into the Flat Creek drainage. The following guidance related to Flat Creek is approved:

- Continue to support acid mine drainage treatments for the Stowell Mine which discharges into Flat Creek.
- Remove obstructions within Flat Creek which may prohibit fish passage from Keswick reservoir.
- Feather banks and establish flood plains below residences living off Iron Mountain Road to accommodate the increased flow of water.

RECREATIONAL RESOURCES MANAGEMENT

Chappie-Shasta OHV Management Area: The Chappie-Shasta Off-Highway Vehicle Management Area is a major feature of the ISRMA. The following guidance is approved (or already exists) for the Chappie-Shasta Off-Highway Vehicle Management Area:

- Prohibit cross country travel by motor vehicles. Strive to install signs/markers along all roads and trails that are available for motor vehicle use and ensure that vehicles stay off roads, trails and areas that have been posted as

closed to motor vehicle use.

- Require all vehicles using the Chappie-Shasta Off-Highway Vehicle Management Area to be properly registered with the State of California and fitted with a properly mounted spark arrestor of a type approved by the State of California.
- Close select roads and trails within the Chappie-Shasta Off-Highway Vehicle Management Area during especially hazardous fire weather.
- Provide maps or brochures delineating the roads and trails available for motor vehicle use that: a) show private property boundaries; b) encourage visitors not to trespass; and c) emphasize proper use of the area such as the "Tread Lightly" and "Leave No Trace" programs.
- Develop or retain road densities and motor vehicle use levels that reflect planned recreation opportunities including any motor vehicle thresholds that may be established to protect wintering deer.

Keswick Reservoir: Fishing and pleasure boating are the most popular forms of recreation on Keswick Reservoir. Under all alternatives, the following guidance is approved:

- Prohibit boating, swimming and fishing within the Spring Creek Arm of the reservoir.
- Install signs along the Spring Creek arm of the reservoir that warn visitors that the water may contain hazardous levels of acid mine drainage.
- Provide information at Keswick Boat Ramp that warns visitors of current health issues such as warning visitors not to eat fish livers from the reservoir due to possible acid mine contamination.
- Prohibit boating and swimming in the reservoir between the log booms and Keswick Dam.

Special Recreation Uses: Roads and trails within the ISRMA are popular for special recreation uses such as competitive and commercial motorcycle or mountain bike events. Under all alternatives, the following guidance is approved:

- Designate the abandoned railroad grade below Shasta Dam as a "special area" pursuant to regulations found under 43 CFR 8372.05(g) and require special recreation use permits for camping, or motor vehicle use. Prohibit camping on or along the railroad bed when camping space is available within the Shasta Campground.
- Limit special uses that are exclusive on roads, trails or staging areas within the ISRMA to 20 days per year. This includes any event where exclusive use over roads and trails is required for safety purposes.

Additional Recreation Development: The ISRMA plan discloses where some recreation facilities may be located if funding is available, or private land is acquired. Although not anticipated, additional facilities (e.g. restrooms) may be developed in the future to address growing recreation demands.

ROAD ACCESS AND TRANSPORTATION

Land managing agencies are not considered public road authorities and individual motor vehicle access over roads and trails can only be secured by perfecting a vested right (i.e. right-of-way), or other use authorization (i.e. timber sale contract on public lands). The following guidance is approved:

- Where motor vehicle use is prohibited (or seasonally restricted) over existing roads, ensure adequate motor vehicle access for fire fighting, law enforcement, search and rescue, and related administration.
- Ensure motor vehicle use over all county claimed roads identified on the Shasta County Roads Systems Map subject to formal abandonment. This includes any additional roads identified and maintained by Shasta County under RS 2477.

- Honor all approved road rights-of-way and legally recorded easements on acquired lands.
- In areas where motor vehicle use is prohibited or seasonally restricted, consider rights-of-way involving new or existing roads after evaluating whether: a) motor vehicle travel is essential; b) motor vehicle use can be restricted to the applicant and this use will not detract from the recreational setting being emphasized; c) new road will not provide the unsuspecting public with an attractive nuisance to a hazardous area; d) motor vehicle use of applicant will not be detrimental to wintering deer or other resource values; and e) no other comparable access can be provided.
- When motor vehicle use is prohibited (or seasonally restricted) over existing roads that are proposed for use in a mining Plan of Operation or Notice of Intent, attempt to provide comparable access. When no comparable access can be provided, evaluate the proposed motor vehicle access under regulations found within 43 CFR 3809.
- When granting road use authorizations (e.g. timber hauling) on roads and trails open to motor vehicle use, ensure that roads and trails following use are restored to desired road standards.

LAW ENFORCEMENT, EMERGENCY RESPONSE AND HAZARD REDUCTION

The ISRMA encompasses a large region with some areas very difficult to reach due to steep topography and the lack of roads. The remote character of the ISRMA is also one of the attractions to recreationists visiting the area and private landowners living within or adjacent to the area. Remote regions can be difficult to manage in regards to fire suppression, emergency response, search and rescue, and law enforcement. The following guidance is approved:

- When motor vehicle use is prohibited (or

seasonally restricted) over existing roads, ensure adequate motor vehicle access for fire fighting, law enforcement, search and rescue, and related administration.

- Prepare annual operating plans and/or agreements with cooperating agencies that will: a) provide law enforcement support across jurisdictional boundaries; b) identify resources available for emergency situations; and c) incorporate agency concerns and legal requirements.
- Develop partnerships with organized special interest groups to improve response to emergency situations by use of specialized skills, equipment and knowledge of the area.
- Develop water sources, helicopter landing zones and fuel breaks to assist in the suppression and control of wildfire.
- Ensure that trails and roads that are available for motorized recreation are properly signed to show the relative degree of difficulty and vehicle suitability.
- Provide up-to-date maps to public land users and private landowners that show access roads and escape routes in case of wildfire.
- Develop and provide informational brochures that warn public land users that water quality within the ISRMA may be contaminated with hazardous levels of acid mine drainage.
- Conduct periodic, interagency task force operations to detect irresponsible and/or illegal actions.
- Establish a management presence within known problem areas with visitor services personnel and/or law enforcement rangers.

- Evaluate the need for an additional peace officer within the western portion of the ISRMA to enforce vehicle restrictions on County roadways, protect private property and natural resources, and serve the public. If an additional peace officer is needed, seek cooperative funding for a peace officer through the California State Parks, Off-Highway Motor Vehicle Recreation Division.

VISUAL RESOURCES MANAGEMENT

In order to estimate the level of visual quality which will be acceptable to most people, standards for managing the visual resource have been approved for the ISRMA and are shown on the Inventory of Visual Quality Objectives Map located on the next page. These visual quality objectives were based upon estimates of public concern for scenic quality (sensitivity levels), the quality of the landscape (variety class), and distance from the viewing area. Visual quality objectives indicate how much a management activity can contrast visually with the character of the regional landscape. Layperson descriptions applicable are explained below:

- **VRM I (Retention)**
The level of change to the characteristic landscape should be very low and must not attract attention.
- **VRM II (Partial Retention)**
The level of change to the characteristic landscape should be very low and must not attract attention.
- **VRM III (Modification)**
The level of change to the characteristic landscape should be moderate. Management activities may dominate the view of the casual observer.
- **VRM IV (Maximum Modification)**
The level of change to the characteristic landscape can be high. Management activities may dominate the view and be the major focus of viewer attention.

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Inventory of Visual Quality
Objectives Map
Record of Decision
ISRMA Coordinated Management Plan

ALTERNATIVES CONSIDERED

A consortium of Federal, state, and local agencies helped formulate the land-use alternatives described within the Draft and Final plan and environmental impact statement. The six generic land-use alternatives included the No Action Alternative and alternatives A, B, C, D and E (proposed action).

NO ACTION ALTERNATIVE

The No Action Alternative was comprised of several existing plans which provided management direction for portions of the ISRMA. This alternative consisted of land-use decisions which were based on jurisdictional boundaries, cooperative management ventures, and specific resource concerns. Land-use decisions detailed within some existing plans overlapped with decisions depicted in other planning documents and, in some cases, were contradictory.

ALTERNATIVE A

This alternative attempted to maximize motorized recreation opportunities. Opportunities for motorcycle and ATV recreation, and target shooting were expanded at the expense of recreational activities which could be incompatible. Opportunities for walking, hiking, horseback riding, bike riding, canoeing, sailing, hang gliding, paragliding, camping, and nature study were emphasized in regions which would not conflict with motorized recreation pursuits.

ALTERNATIVE B

This alternative attempted to blend opportunities for motorized and non-motorized recreation together with few areas dedicated to exclusive use. Opportunities for motorcycle and ATV recreation, and target shooting were emphasized in many of the same regions that non-motorized recreation opportunities were provided. Where motorized recreation use levels and target shooting levels were expected to be considerable, non-motorized recreation opportunities were restricted.

ALTERNATIVE C

This alternative attempted to maximize non-motorized recreation opportunities for land

and water based recreation activities. Opportunities for walking, hiking, horseback riding, bike riding, canoeing, sailing, hang gliding, paragliding, camping and nature study were expanded at the expense of recreational activities which could detract from the non-motorized setting. Opportunities for motorcycle and ATV recreation, and target shooting were emphasized in regions which would not detract from non-motorized recreation pursuits. This alternative was the "environmentally preferable" alternative because it contained the least amount of road and trail construction.

ALTERNATIVE D

This alternative attempted to blend opportunities for non-motorized and motorized recreation together with few areas dedicated to exclusive use. Opportunities for walking, hiking, horseback riding, bike riding, canoeing, sailing, hang gliding, paragliding, camping and nature study were emphasized in many of the same regions that motorized recreation opportunities were provided. Where non-motorized recreation use levels were expected to be considerable, motorized forms of recreation were restricted or eliminated.

ALTERNATIVE E (PROPOSED ACTION)

This alternative was developed based on comments received on the Draft Plan and was a slight variant of Alternative D which was identified as the Preferred Alternative within the Draft Plan and Environmental Impact Statement. This alternative strengthened resource protections and blended opportunities for non-motorized and motorized recreation together with few areas dedicated to exclusive use. Opportunities for walking, hiking, horseback riding, bike riding, canoeing, sailing, hang gliding, paragliding, camping and nature study were emphasized in many of the same regions that motorized recreation opportunities were provided. Where non-motorized recreation use levels were expected to be considerable, motorized forms of recreation were restricted.

RATIONALE FOR THE DECISIONS

The proposed action accommodates recreation demands, wildlife needs, and socio-cultural-economic considerations on Federal lands within the ISRMA and within the region as a whole. When fully implemented, the proposed action will:

- **improve transportation** systems for people visiting the rugged terrain between Keswick Reservoir and Clear Creek
- **reduce traffic** through the community of French Gulch by as much as 43 motor vehicles per day
- **reduce traffic** over East Fork Road by as much as 27 motor vehicles per day
- **reduce traffic** over Cline Gulch Road by as much as 12 motor vehicles per day
- **reduce** motor vehicle related **noise** within French Gulch by routing OHV visitors away from the community
- **reduce the maintenance burden** of the Shasta County Department of Public Works by nearly 13 miles of County Road
- **increase law enforcement** capabilities for residences along East Fork Road through the establishment of a "county road/residential protection area"
- **increase recreational opportunities** for a multitude of different public land users
- provide opportunities for the extension of the popular **Sacramento River Trail** all the way towards Shasta Dam
- provide land to Shasta County for the possible development of a needed **regional firing range**
- **generate** about **24 million dollars** of tourism related spending for the local economy
- **reduce fuel loads** and the threat of catastrophic wildfire
- **improve habitat** for fish, deer and a multitude of other wildlife
- provide a sustainable **yield of forest products** from productive forest lands
- **impose strong** soil loss **standards** on roads and trails, and rehabilitate roads and trails that cause accelerated soil erosion, or are not needed for recreational opportunities or managerial activities

RECREATION DEMANDS

Full implementation of the plan can lead to a diverse blend of high quality recreation opportunities, and a high rate of expected recreation visitation (614,000 to 773,000 annual visits). Quality recreation opportunities are provided by using a zoning concept where the landscape and recreation activities occurring on that landscape are carefully considered. Although the plan blends many recreation activities and uses together, care is taken to provide compatibility where one type of recreation use is expected to be great over the same area.

The plan can lead to increased and safer opportunities for OHV recreationists, hikers, runners, mountain bike riders, and equestrians. Opportunities for these activities are expanded by acquiring land, developing loop trails and roads, developing access points and segregating recreation activities within high use areas that may be incompatible. Visitor safety will be improved through signing, providing information at access points, prohibiting target shooting within potential high use recreation areas, and developing a regional firing range.

OHV Recreation opportunities will be expanded by providing a new access point into the ISRMA from New York Gulch or Whiskey Creek. This access point will reduce traffic along East Fork Road and Cline Gulch Road which are currently used to reach roads and trails within the OHV

Area. An existing network of 210 miles of available road and trail will be augmented with about 9 miles of new construction. Special attention will be made to complete loop systems, and available roads and trails will be signed for vehicle suitability and skill levels. OHV opportunities will also improve because available roads and trails within the winter range for the Whiskeytown deer herd will not be closed to motor vehicle travel between October 15 to April 1 each year.

Although most OHV related marketing efforts will focus on roads and trails within the boundaries of the Chappie-Shasta OHV Management Area, special care will be taken to reduce traffic along East Fork Road and Cline Gulch Road. One south to north corridor (or byway) will greatly ease the flow of motor vehicle traffic and tie together large tracts of public land. By developing this corridor, traditional access routes (i.e. Cline Gulch Road and East Fork Road) will no longer be required to reach trail systems to the south or north of those County maintained roads.

A "County Road/Residential Protection Area" is designated within the Chappie-Shasta OHV Management Area along East Fork Road to help provide traffic regulation, protect residential property and reduce trespass. This protection area will likely reduce traffic over this narrow, substandard County Road.

The byway link across Cline Gulch to Shirttail Peak will only be considered for development if alternative access from the east can not be provided within five years. This byway link may be achievable from the east along the ridge that connects Shirttail Peak with East and West Shirt Peaks and presumes that land and/or interests were acquired from a willing seller in the Whiskey Creek Basin. Development of a four-wheel drive road across Cline Gulch will be very expensive, and we feel it is prudent to put a hold on this construction for five years to evaluate an alternative link. It is important, however, to provide a continual link from the south to the north so that visitors can access driving/riding opportunities without travelling through the community of French Gulch, Cline Gulch Road and East Fork Road.

There continues to be a growing demand for OHV related recreation (reference California Outdoor Recreation Plan, 1993) and the Chappie-Shasta OHV Management Area is the only recreation area that emphasizes OHV recreation that is marketed within Shasta County. The Chappie-Shasta OHV Area was supported by a Shasta County Resolution in 1984 and about 3.6 million dollars has been spent by the California Department of Parks and Recreation, Off-Highway Motor Vehicle Recreation Division to assist BLM and the Forest Service in the acquisition of nearly 13,500 acres within this recreation area. This area will continue to draw OHV recreationists from around the state, and direct OHV use away from highly erosive locations nearby (e.g. Grass Valley Creek watershed).

Although most of the railroad bed adjacent to Keswick Reservoir will be unavailable for motor vehicle driving, County maintained segments of Coram Road will be designated for joint use or abandonment, and other segments of this road will be retained under a four-wheel drive standard. The railroad bed has never been a featured trail of the Chappie-Shasta OHV Area, and BLM has not spent any grant money appropriated through the California State Park, OHMVR Division to manage this trail.

Hiking, running, mountain bike riding and equestrian opportunities will be expanded greatly by offering a limited amount of high quality trail systems closed to motor vehicle travel. The popular Sacramento River Trail will be extended all the way towards Shasta Dam on the east and west margins of Keswick Reservoir and access points to this trail system will be provided at Shasta Dam, Motion Creek (four-wheel drive access only), Motion Siding, Matheson, Keswick Boat Ramp, Walker Mine Road and current access points below Keswick Dam. Existing trail uses over the Belt Line Road on the east side of Keswick Reservoir will likely fit in well with such a concept.

Although prohibiting motor vehicles from driving over most of the abandoned railroad bed adjacent to Keswick Reservoir may be objectionable to many individuals who currently drive on the bed, conversion of this bed into a non-motorized trail appears to be desired by a majority of current and

future ISRMA recreationists. Research conducted by the Forest Service's Pacific Southwest Range and Experiment Station (reference Visitor Research Case Study: The Redding Resource Area Final Report, 1995) indicated that current ISRMA visitors tended to favor non-motorized trail development between Keswick Dam and Shasta Dam (56 percent) as opposed to motorized trail development (10 percent). Research with focus groups during development of the Strategic Marketing Plan For Northern California Tourism and Outdoor Recreation (1995) seems to support this finding. The second most important need in the Redding area identified by the focus group was the development of a greenbelt between Redding and Shasta Dam. Although not explicitly defined, the greenbelt most likely referred to trail uses depicted in Shasta County's plan entitled, Sacramento River Greenway: A Rails-To-Trails Master Plan (1991) which called for the conversion of the railroad bed into a non-motorized trail. Finally, extension of the non-motorized, Sacramento River Trail towards Shasta Dam was encouraged by the Recreational Trails Committee of the California State Parks and Recreation under Resolution 93-6.

Opportunities for hiking, running, mountain bike riding and equestrian use will also improve near Clear Creek and Whiskeytown Lake with the development of a day-use area at the Merry Mountain Site and new non-motorized trail systems. Many residents in the community of French Gulch seem to favor development of additional non-motorized trails that might link with the existing network of non-motorized trails within the Whiskeytown Unit of the National Recreation Area (reference A Statement of Community Opposition to the Coggins Mill Off-Highway Vehicle Staging Area, 1994). If input from this community during scoping meetings for this planning effort is indicative of this level of demand, then there appears to be an enormous amount of unrealized demand.

Fishing opportunities will remain about the same with most fishing use occurring on Shasta and Whiskeytown reservoirs. Opportunities to fish along the western banks of Keswick Reservoir will continue to be offered via motor vehicle access by providing two-wheel drive access down Matheson Road and a segment of the railroad

bed, and developing a parking area near Motion Siding. Another popular fishing spot near Motion Creek will be accessible via four-wheel drives by traveling down Coram Road to a parking area above the railroad bed.

Target Shooting opportunities will be displaced along most of the western side of Keswick Reservoir and along Iron Mountain Road, but is necessary to ensure a safe experience for trail users on the railroad bed, and to enhance a peaceful river-trail setting. Development of a regional firing range on the east side of Keswick Reservoir above Walker Mine Road will be a great asset to the community. City and County law enforcement officials have documented 47 sites within Shasta County that are currently used by target shooters. None of these sites are County-approved, and all are unsafe.

A public range is needed for several reasons. One reason is that a public range is needed to satisfy the Hunter Safety Course required by the California Department of Fish and Game in order to obtain a hunting license. Another reason is that popular target shooting areas have been systematically closed due to urban encroachment (e.g. Benton Ranch), recreational development (e.g. Shasta OHV Staging Area), or safety reasons (e.g. BLM lands within the Horsetown/Clear Creek Nature Preserve along Clear Creek Road).

With the extension of the Sacramento River Trail towards Shasta Dam, several informal shooting areas will be lost. Two flats adjacent to the railroad grade will be closed to shooting as will the popular locations adjacent to Iron Mountain Road. Without an alternative site to send target shooters into, this use will likely be displaced to other undesirable locations. When the OHV Staging Area was developed, a very popular shooting site was displaced. Many of these target shooters have found shooting along the railroad bed, Iron Mountain Road, private land along Clear Creek Road, and BLM land near Swasey Drive a convenient alternative. By developing a regional firing range above Walker Mine Road, target shooting use at these alternative locations will greatly decline. Many of these areas may be appropriate to close to target shooting once a regional site is developed.

Although the regional firing range will likely disrupt the peaceful setting of eastern Keswick Reservoir and portions of the railroad bed above Keswick Boat Ramp, noise from target shooting use in these areas is a common occurrence. The site considered for development is currently used by several hundred target shooters each year, formalizing this use into a managed range will improve safety and ensure noise abatement.

WILDLIFE PROTECTION

Desired Plant Communities (DPC's) established for the ISRMA satisfy habitat requirements for wildlife species dependent upon early successional vegetation (e.g. Whiskeytown deer herd), late successional vegetation (e.g. northern spotted owl), and riparian vegetation (e.g. Foothill yellow-legged frog). The DPC's will also reduce fuel loadings, provide adequate cover for the protection of soil resources and allow for a sustained supply of forest products from available, productive forest lands. Furthermore, adherence to standards and guidelines for riparian management and the establishment of riparian reserves will protect habitat for anadromous fish (e.g. Chinook salmon) and resident fish (e.g. rainbow trout).

Motor vehicle use levels and conditions of the Whiskeytown deer herd will be closely monitored during the wintering period. If herd conditions decline and are related to motor vehicle related stress, limits will be imposed on the number of motor vehicles that will be allowed over roads and trails between November 15 to April 15. It was once speculated that motor vehicles needed to be prohibited altogether from roads and trails within the winter range between October 15 to April 1 each year. Research conducted for the California Department of Fish and Game (reference Rock

Creek, Off-Road Vehicle/Deer Study, 1991), and by San Jose State University (reference Responses of Black-Tailed Deer to Off-Highway Vehicles in Hollister Hills State Vehicular Recreation Area, Hollister, California, 1989) indicate that deer may be able to tolerate various levels of OHV use without measurable impacts to the herd.

SOCIO-CULTURAL-ECONOMIC PROTECTION

When considered by all Federal agencies during project planning, the Inventory of Visual Quality Objectives map establishes thresholds that will ensure proper protection of unique landscapes and important viewsheds. Guidance to protect cultural resources that may be eligible for inclusion within the National Register of Historic Places protects sites and features that play an important role in understanding our National heritage. Finally, providing access points into the ISRMA for all registered motor vehicles at Whiskey Creek or New York Gulch will greatly reduce motor vehicle traffic over existing County roads through the community of French Gulch and East Fork Road. This will help improve and retain the peaceful settings that these communities value.

The proposed plan also provides a unique mix of recreation opportunities that can lead to a high level of economic return to local businesses and Shasta County as a whole. This alternative can cause visitors within the ISRMA to spend approximately 7.4 to 9.3 million dollars each year. Because money associated with this spending tends to get respent before it leaves the community, the plan can lead to as much as 24.1 million dollars of community spending each year.

MONITORING AND BEST MANAGEMENT PRACTICES

A brief discussion of state-of-art management practices or monitoring techniques is provided below as they relate to soil conservation, traffic flows, and deer winter range habitat.

SOIL CONSERVATION

Best Management Practices: Many guides and publications are available for review at BLM's Redding office that describe state-of-the-art management techniques that are used within the ISRM in managing road and trail systems. Some of the more useful publications for motor vehicle trails include the Guide to Off-Road Motorcycle Trail Design and Construction (American Motorcycle Association prepared with assistance from the Wenatchee National Forest, Angeles National Forest, Deschutes National Forest, Talladega National Forest, and Bureau of Land Management), and the Soil Conservation Guidelines/Standards for Off-Highway Vehicle Recreation Management (California State Parks-OHMRV Division, Bureau of Land Management, Forest Service). In addition to management practices described by these guides, and other agency directives, the following samples of BMP's are applicable to road and trail management within the Chappie-Shasta OHV Management Area.

- Monitor trail systems twice annually, and repair road drainage system failures within 2 weeks. Temporarily close trail segments in need of re-construction to rehabilitate trail and perform rehabilitation work within 6 months.
- Construct new trail segments following standards for trail construction contained in agency directives and in the Guide to Off-Road Motorcycle Trail Design and Construction (American Motorcycle Association, et. al.).
- Wherever possible re-route or eliminate trail segments currently located within riparian reserve boundaries. As a fallback, minimize the length of trail within the boundary, construct a stable grade, aggregate base stream crossing (or bridge) and manage the road drainage

system to minimize sediment delivery.

- Construct and maintain sediment basins for monitoring purposes and as secondary catchments.
- Restrict OHV use to designated roads and trails.
- In some cases, replace culverts with rock lined stream crossings.
- Outslope (where possible) existing and new roads and construct rolling dips and/or waterbars to divert runoff from the road profile.
- Downgrade selected roads to narrow width two-track or single track routes to provide access and reduce volume and velocity of water runoff, thereby reducing sediment delivery.
- Where soils are deeper and more likely to erode, consider a packed gravel base on roads and trails to help reduce soil movement.
- Integrate the findings of additional, detailed watershed analysis (including an analysis of the upper Clear Creek watershed) into road and trail management or retirement strategies consistent with the State Public Resources Code, Chapter 1027/87.

Soil Erosion Monitoring: Monitoring for soil erosion on trail systems will be implemented by establishing long term monitoring sites. Approximately 20 sites selected to represent the variety of trail slopes, soil types, use frequency, geomorphic position, and trail age will be monitored 2 times each year. The purpose of monitoring is to determine if erosion is occurring, how much erosion is occurring and the rate of soil loss. Monitoring techniques will include elevations at trail cross-sections, elevations at sediment basin cross-sections, and visual evaluation of trail surface conditions.

TRAFFIC REGULATION

A properly functioning OHV Management Area includes a transportation system that provides a diversity of opportunities and scenery, integrates safety and resource protection into the available road and trail network, and distributes visitors in a logical manner. Traffic flow regulation is a strong consideration of land managers.

Desired traffic flow: The best recreational transportation system includes loop connections. Recreational visitors prefer trail and road systems that do not require back tracking over previously travelled ground. Trails and roads that do not loop are also valuable to visitors if those trails provide access to a desirable location such as a scenic vista. Road and trail managers constantly evaluate roads and trails to determine if the path is necessary. Some roads and trails within the ISRMA will be closed, others developed - all with the intent of increasing user satisfaction, safety and resource protection.

Loop trails are most successful when the entire system accommodates the same level of motor vehicle, and provides the same level of challenge. For example, a novice motorcycle rider that begins a ride over an easy section of a trail, may have difficulty if that same level of challenge is not provided throughout the entire loop. If not, that user may be required to back track over the same trail system and for him or her, the trail might as well be a dead end. The same principle applies to a four-wheel drive visitor that finds the road turns into a single track trail.

Trail congestion and over-use: Some trails are very popular and there are times resource managers want to reduce the level of use for resource protection or safety reasons. One of the best ways to reduce trail congestion is to provide new alternatives for visitors. The trails may go to the same location, but several options are provided to the visitor to reach the same destination. Another option in reducing congestion is to make the trail, or at least the first part of the trail, more challenging. This is an important consideration of OHV managers. Challenging trails can reduce traffic and the speed that visitors are travelling.

Monitoring: Traffic counters are very effective in monitoring trail use. Trail counters will be placed in the following locations and baseline traffic loads will be determined:

- East Fork Road before proposed byway across East Fork.
- East Fork Road after proposed byway across East Fork.
- Cline Gulch Road before the American Mine Road intersection.
- Coram Road at staging area

Once baseline traffic loads are determined, resource managers will be able to determine if the proposed byway across East Fork Road is successful in reducing traffic within the community of French Gulch and elsewhere. Resource managers believe that the byway will reduce the amount of traffic over Trinity Mountain Road, East Fork Road and Cline Gulch Road by providing a continual trail link from the south to the north, rather than using those County road systems for access. If the assumption is incorrect, BLM will attempt to reduce the amount of use over the byway by making the trail system more challenging (see above).

DEER WINTER RANGE HABITAT

OHV and deer conflicts: Motor vehicle use in the ISRMA will be monitored to achieve several management objectives including reduction in the potential for negative OHV/deer interactions in the winter deer range. If trails within the winter deer range exhibit large increases in use, traffic flow levels should be re-evaluated and modified to reduce OHV/deer conflicts. Relative to impacts to winter deer range, proposals for new trails within the winter deer range should be evaluated on the basis of the following factors:

- Current road densities
- Condition of vegetation in local project area
- Proposed season of new trail use.

PUBLIC INVOLVEMENT

The Interagency Planning Team consulted with a variety of different agencies, private landowners, user groups, organizations and interested individuals in the preparation of the plan. The planning effort embraced the concept of ecosystem management with entities attempting to coordinate prescriptions across a patchwork of different jurisdictions.

Preliminary Interagency Coordination (Scoping for Draft ISRMA Plan)

On February 28th, 1994 BLM hosted an interagency meeting with public agencies interested in management within the ISRMA. Representatives from the Bureau of Reclamation, California Department of Parks and Recreation, Western Area Power Administration, City of Shasta Lake, Shasta County and California Department of Fish and Game attended. Individuals attending the meeting helped identify topics that needed to be addressed within the Draft ISRMA plan and offered suggestions on the types of resource information that was required to make wise resource decisions.

Private Landowner Workshop (Scoping for Draft ISRMA Plan)

On April 7th, 1994 the Interagency Planning Team hosted a workshop with landowners having land within the ISRMA. Approximately 250 landowners were invited to participate at the workshop and offer insight regarding the scope and issues for the planning effort. Landowners that attended were asked to help identify items that needed to be considered when preparing the plan. Approximately 100 landowners attended the workshop.

Public Meeting (Scoping for Draft ISRMA Plan)

On April 24th, 1994 BLM published a Notice of Intent to prepare an environmental impact statement (EIS). On May 17th, 1994 the Interagency Planning Team hosted a public meeting to help identify issues involved in preparing the Draft ISRMA plan and EIS. People who attended the meeting were asked to comment on the following questions: 1) What uses should occur in certain areas, and why should those uses occur there? 2) What uses should not occur in certain areas, and why

shouldn't those uses occur there? 3) What resource issues should public agencies pay special attention to when planning certain uses in specific areas? Approximately 60 people attended the public meeting.

Personal Interviews with Landowners (Scoping for Draft ISRMA Plan)

In order to provide a relaxed atmosphere for landowners to deliberate land management possibilities, BLM conducted a series of personal interviews with landowners during the week between June 13, 1994 to June 17, 1994.

Correspondence (Scoping for Draft ISRMA Plan)

The Interagency Planning Team received numerous letters from individuals and organizations regarding the ISRMA planning effort. Many letters were received by BLM and the National Park Service before the ISRMA planning effort began pertaining to a potential staging area near the community of French Gulch.

Recreation Advisory Panel (Scoping for Draft ISRMA Plan)

Between October of 1994 to February of 1995, BLM sought recommendations from an informal panel composed of recreationists representing diverse interests. The panel was aware that it was not a decision-making body, and recommendations generated by the panel are consistent with the Federal Advisory Committee Act (FACA) and NEPA.

Release of Draft ISRMA Plan

On December 5, 1996 BLM published a Notice of Availability within the Federal Register for the Draft ISRMA Plan and Environmental Impact Statement (DEIS) and released the Draft plan for public review. Subsequent advisory releases coupled with newspaper, radio and television coverage advertised the availability of the DEIS and invited interested individuals to a public meeting. The formal comment period for the DEIS was originally 45 days and expired on January 19, 1997. This formal comment period was extended to February 20, 1997 because the holiday season made it very difficult for many

people to provide comments on the DEIS.

On March 6, 1997 the Environmental Protection Agency published a Notice of Availability within the Federal Register for the Draft ISRMA Plan and DEIS. This issued in another formal 45 day comment period that expired on April 20, 1997.

Public Meeting on the Draft ISRMA Plan

On January 16, 1997 the Interagency Planning Team hosted a public meeting. Approximately 100 people attended the public meeting and provided comment on the Draft ISRMA Plan.

Correspondence on the Draft ISRMA Plan

Between December 5, 1996 and April 20, 1997 about 47 letters were received on the Draft ISRMA Plan. BLM also met personally or received many comments over the telephone during the formal comment period and included these comments as part of the planning record.

Release of the Final ISRMA Plan

On October 31, 1997 the Environmental Protection Agency published a Notice of Availability within the Federal Register for the Final ISRMA Plan and FEIS. BLM also published a Notice of Availability within the Federal Register and issued a press release regarding the availability of the FEIS.

Correspondence on the Final ISRMA Plan

Thirteen letters were received within 30 days after release of the FEIS. Some letters were very supportive of the proposed action (Alternative E), and other letters from French Gulch and East Fork Road residents indicated a preference for Alternative C. These letters demonstrate that some people oppose a potential byway road

across Shirttail Peak, East Fork Road and/or Cline Gulch Road. No new information has been provided that would indicate that this potential byway would be harmful to the environment, the community, or a violation of law. The byway is proposed to help reduce traffic through the community of French Gulch and over East Fork Road. A site-specific design and analysis for the potential byway would be conducted at a later time.

Some letters indicated that there was confusion over what was being proposed at the Merry Mountain Site on National Park Service administered land. Many people misunderstood the proposal and believed that an off-highway motor vehicle staging area was being proposed. The proposal was to develop a day-use area that would cater to non-motorized trail users. No roads were being considered that would provide public access for off-highway motor vehicles. The map has been altered slightly from the FEIS and the prescription improved to better reflect the intent.

Appeal Rights

If the public wishes to appeal these decisions for the purposes of a hearing before an Administrative Law Judge of the Interior Board of Land Appeals, a written appeal must be filed with the authorized officer within thirty (30) days of the date the decision is published in the Federal Register. The written appeal must clearly and concisely specify the reason(s) why the decision(s) are in error. In order to facilitate the appeal process for all involved, parties are asked to clearly identify the decision or element within the plan that they feel to be in error.

Alternative E (proposed action)

This alternative includes allocations and activities identified within the "Guidance Common To All Alternatives" section, and the following guidance related to recreational resources management.

Recreational Resources Management

Recreational opportunities would be broadly segregated into four units delineated on the Alternative E Map located in the Map Packet accompanying this document. The units would include the Sacramento River Greenway, the Chappie-Shasta OHV Management Area, the Clear Creek Greenway, and the South Fork Management Area.

A. *Sacramento River Greenway*

Under this alternative, the goal of recreation management for the Sacramento River Greenway would be to provide a predominately natural setting for people where there would be moderate to noticeable evidence of the sights and sounds of other people. Access to the natural environment would feature elements of challenge and ease, and would be managed to reduce illegal activities such as garbage dumping and vagrancy. The showcase features and marketing elements of this Greenway would be regional firing range and a long, looping, predominantly non-motorized trail system circling both sides of Keswick Reservoir and the Sacramento River, and linking up to the existing Sacramento River Trail below Keswick Dam.

Recreational resources management would be provided by several public agencies and would emphasize river-based, non-motorized recreation pursuits. Long-term strategies for the sub-units listed below and shown on the Alternative E Map include the following:

1. Develop a cooperative management agreement with an organization that would manage a segment of Flat Creek as a demonstration area for gold panning and dredging. If no organization desires to cooperatively manage the area, delineate the sub-unit as a "Special Area" and operate as a recreational mineral collection area.
2. Develop parking areas adjacent to Iron Mountain Road and install vehicle barriers to deter garbage dumping.
3. Manage this region to enhance non-motorized recreation opportunities, and reduce garbage dumping and other illegal activities. Non-motorized recreation opportunities can be enhanced by converting the railroad grade between Keswick Boat Ramp and Matheson Road into a regionally renown "Rails-To-Trails" project, featuring historical interpretation and non-motorized

10. Enhance non-motorized recreation opportunities by improving the existing hiking trail which parallels the western edge of Keswick Reservoir above Keswick Dam and/or constructing additional non-motorized trails that would stretch from the existing Sacramento River Trail to the railroad bed near the community of Keswick. Manage the railroad bed between Keswick Boat Ramp and Iron Mountain Road as a regionally renown "Rails-To-Trails" project featuring historical interpretation and non-motorized use. Consider motorized use of the railroad bed for special events on a case by case basis.
11. Maintain existing Sacramento River Trail and related facilities (including a link towards Keswick Dam), and develop additional (non-motorized) feeder trails as demand warrants. Prohibit camping and target shooting within this sub-unit.
12. Develop two-wheel drive access along the railroad bed between the Matheson parking area to Motion Siding. Develop a parking area at Motion Siding and prohibit motor vehicle use along the railroad bed north of this parking area. Prohibit camping and target shooting within this sub-unit.
13. This 60 to 160 acres of BLM property has been identified for acquisition by Shasta County for consideration of a regional firing range. Once the acquisition is complete, management proposals on this property would be developed and evaluated by Shasta County under the California Environmental Quality Act.

B. Chappie-Shasta OHV Management Area

Under this alternative, the goal of recreation management for the Chappie-Shasta OHV Management Area would be to provide a predominantly natural appearing setting for people where there would be moderate to noticeable evidence of the sights and sounds of other people. Access to the natural environment would feature elements of challenge and ease, and would be managed to enhance opportunities for motorized dependent recreation. The showcase feature and marketing element of this area would be a system of challenging loop roads and trails available for motor vehicle driving that would provide access to spectacular viewing locations and remote regions offering semi-primitive recreation experiences.

Recreational resources management would be provided by BLM, Forest Service, National Park Service and Bureau of Reclamation with funding assistance provided through the California State Parks, Off-Highway Motor Vehicle Recreation Division. Multiple use recreation pursuits would be emphasized with large blocks of public land being accessible by motor vehicles. Long-term strategies for the sub-units listed below and shown on the Alternative E Map include the following:

use. Consider motorized use of the railroad bed for special events on a case by case basis. Consider the development of additional non-motorized trails that would tie into the railroad grade between Iron Mountain Road, Matheson Road and Keswick Reservoir. To increase access onto this "Rails-To-Trails" project, improve Matheson Road into a two-wheel drive road and develop a parking area along the railroad grade. Prohibit camping and target shooting within this sub-unit.

4. Strive to provide four-wheel drive public access down Coram Road to Keswick Reservoir at Motion Creek, and access to trails such as the Lemurian Chute and Foundation Trail. Ensure that four-wheel drive access that is provided is available for all registered motor vehicles. Once alternative access is provided above Keswick Reservoir to Motion Creek and other trails, convert the railroad grade between Motion Siding and Shasta Dam into a regionally renown "Rails-To-Trails" project featuring historical interpretation and non-motorized use. Consider motorized use of the railroad bed for special events on a case by case basis. To increase access onto this "Rails-To-Trails" project, provide a parking area above the railroad bed at Motion Creek, and develop an additional parking area below the Shasta Campground on Bureau of Reclamation land. Prohibit camping (other than at the Shasta Campground) and target shooting within this sub-unit.
5. Enhance semi-primitive, non-motorized recreation opportunities and reduce trespass into private lands within the Iron Mountain Area. Improve the existing railroad bed west of Iron Mountain Road into a hiking and biking trail.
6. Improve directional signing to recreational facilities and enhance bicycle riding opportunities.
7. Encourage development of a public boat ramp or primitive launch facility.
8. Develop parking areas adjacent to Walker Mine Road and install vehicle barriers to deter garbage dumping.
9. Enhance opportunities for a semi-primitive, non-motorized recreation experience by providing loop trail systems, parking areas and primitive facilities for hikers, mountain bike riders and equestrians. For safety purposes, close and rehabilitate roads and trails leading to managed shooting locations within the regional firing range. Provide signing that would inform the public that a regional firing range is nearby. Prohibit camping and target shooting within this sub-unit.

density of existing road and trail with new routes that complete loop trail systems. Favor four-wheel drive opportunities over single track opportunities, and "easiest" to "more difficult" skill levels over "most difficult" skill levels. Offer a limited amount of routes featuring "most difficult" skill levels, and provide new routes that connect with existing opportunities to the north. Protect private property to the west of this area by posting boundary signs between private and public property, and closing routes that continue westward over private property and reach Clear Creek.

5. Attempt to develop OHV access to the Shirttail Peak Area from the east (East and West Shirt Peak areas) and south (Whiskey Creek Basin region) for a period of 5 years. If OHV access from the east and south can not be provided within 5 years, consider the development of a 4WD road that would be available for OHV users across Cline Gulch from the south. Before this alternative byway would be developed across Cline Gulch, an adequate law enforcement presence would need to be established for the area, and Shasta County would need to abandon (or designate for joint use) the American Mine Road leading towards Shirttail Peak.

Continue the byway north of Shirttail Peak using existing roads and trails, and develop a safe crossing of East Fork Road. Consider the development of a new 4WD road that would be available for OHV users above East Fork Road that would tie into an existing 4WD road that ends above the County road. Before this alternative byway would be developed across East Fork, an adequate law enforcement presence would need to be established for the area and Shasta County would need to grant encroachments for the link across East Fork Road.

6. Manage this region to enhance the natural attractions of the area, protect historic resources and private property that adjoin the public lands, and emphasize low-intensity recreational use. Natural attractions of the area include steep and undulating terrain, diverse vegetation and wildlife. Boundaries between private and public property should be posted and shown on recreation maps to reduce private property trespass and improve visitor awareness. Low intensity recreational use can be facilitated by considering the development of a sparse system of roads and trails along ridges away from historic resources and private property, and ensuring that access routes do not lead down the slopes on to private property.
7. Consider this a residential and County Road protection area. Work with private landowners in formulating a neighborhood crime watch program. Work with the County in posting signs along East Fork Road indicating that the road is available for drivers with motor vehicles registered for highway use only. Show this area on recreation maps informing visitors that this is

1. Manage this extensive use area to enhance challenging driving and riding opportunities, improve classic trail riding routes, provide speciality sites, areas and courses, and highlight natural and constructed attractions. Attractions include a dense network of challenging trail riding opportunities, and great views of Shasta Dam, Keswick Reservoir, Shasta Lake, Whiskeytown Lake and the City of Redding. Augment the existing network of road and trail with loop connections featuring mixed skill levels. Favor single track development over the development of additional four-wheel drive roads, and provide additional "easiest" and "more difficult" trails that exit the OHV Staging Area.

Ensure the safe transition for trail users connecting with the Coram Road segment not claimed by the County which would be maintained as a four-wheel drive road. Establish a safe speed limit for the County claimed segment of Coram Road and provide for joint motor vehicle use under 38026 of the State Vehicle Code, or abandonment/assignment of this County Road segment. Increase agency presence in the region around the Staging Area to reduce user conflicts, guard against illegal activities, and improve visitor safety.

2. If private land is acquired and adequate landing spaces can be located, develop an appropriate use authorization with an organization that would manage the site as a hang glider/paraglider launching facility.
3. If private property is acquired, manage this extensive use area to enhance four-wheel driving opportunities, conserve deer habitat, and protect Whiskey Creek drainage from accelerated soil erosion. Recreational opportunities can be enhanced by augmenting the moderate density of existing road and trail with new routes that complete loop trail systems. Favor four-wheel drive opportunities over single track opportunities, and "more difficult" skill levels over "easiest" and "most difficult" skill levels. Consider the development of a staging area at the end of Whiskey Creek Road, or a trailhead/staging area on National Park Service land near New York Gulch that would be served by a trail network available for all registered motor vehicles. Increase agency presence in the region around the staging area(s)/trailhead to reduce user conflicts, guard against illegal activities, and improve visitor safety.
4. Manage this moderate use area to enhance self discovery of natural attractions, conserve forest resources and deer habitat, and protect private property located to the west of the area. Natural attractions include great views, wildlife viewing and hunting opportunities, coniferous forests with shade, and a strong likelihood of having a secluded recreational experience. Recreational opportunities can be enhanced by augmenting the moderate

the area and lead down the slopes on to private property along Clear Creek or Cline Gulch Road. Evaluate historic properties within the area for possible inclusion into the historic district.

3. Manage this region to enhance the natural attractions of the area, protect private property that adjoin the public lands, and emphasize low-intensity, non-motorized recreational use. Attractions of the area include Clear Creek, steep and undulating terrain, diverse vegetation and wildlife. Boundaries between private and public property should be posted and shown on recreation maps to reduce private property trespass, and improve visitor awareness. Non-motorized recreational opportunities can be emphasized by closing roads and trails to motor vehicle use that traverse the area and lead down the slopes on to private property along Clear Creek, Cline Gulch Road, or East Fork Road.
4. Manage this region to enhance the natural attractions of the area, protect private property that adjoin the public lands, and emphasize low-intensity, non-motorized recreational use. Attractions of the area include Clear Creek, steep and undulating terrain, diverse vegetation and wildlife. Boundaries between private and public property should be posted and shown on recreation maps to reduce private property trespass, and improve visitor awareness. Non-motorized recreational opportunities can be provided by closing roads and trails to motor vehicle use that traverse the area and lead down the slopes on to private property along Clear Creek and East Fork Road.
5. Install signs along East Fork Road indicating that the road is available only for licensed drivers with street legal vehicles. Prohibit motor vehicles that are not registered for highway use on the road.
6. Install signs along Cline Gulch Road indicating that the road is available only for licensed drivers with street legal vehicles. Prohibit motor vehicles that are not registered for highway use on the road.
7. Enhance semi-primitive, non-motorized recreation opportunities by developing a day-use parking area at the Merry Mountain Site, and provide street-legal motor vehicle access only into sub-unit 3 of the Chappie-Shasta OHV Management Area.

D. South Fork Management Area

The goal of recreation management for this area would be to provide a predominately natural setting where evidence of human development is apparent and access would feature both motorized and non-motorized opportunities. BLM and Bureau of Reclamation lands affected by acid mine drainage may be available

a residential and County Road protection area. Educate visitors and landowners to drive slowly over this County Road. Aggressively enforce regulations covered within the State of California Vehicle Code.

8. Manage this region to enhance the natural attractions of the area, protect residential property that adjoins the public lands, and emphasize low-intensity recreational use. Natural attractions of the area include steep and undulating terrain, diverse vegetation and wildlife. Boundaries between private and public property should be posted and shown on recreation maps to reduce private property trespass and improve visitor awareness. Low intensity recreational use can be facilitated by considering the development of a sparse system of roads and trails along ridges away from residential property, and ensuring that access routes do not lead down the slopes on to private property.

C. *Clear Creek Greenway*

Under this alternative, the goal of recreation management for the Clear Creek Greenway would be to provide a predominantly natural appearing setting for people where there would be only moderate evidence of the sights and sounds of other people. Access to the natural environment would feature an element of challenge and would be managed to reduce motor vehicle traffic within the community of French Gulch and along East Fork Road. The showcase feature and marketing element of this Greenway would be a corridor of undeveloped terrain linked together with a series of non-motorized trails adjacent to Clear Creek.

Recreational resources would be managed by BLM, Forest Service and National Park Service emphasizing non-motorized recreational pursuits. Public agencies may seek the assistance of local government and user groups to develop various recreational facilities. Long-term strategies for the sub-units listed below and shown on the Alternative E Map include the following:

1. Manage the network of designated roads and trails within the Whiskeytown Unit of the National Recreation Area to enhance the opportunity to enjoy the Unit's cultural and natural values.
2. Manage this region to enhance the natural attractions of the area, protect historic resources and private property that adjoin the public lands, and emphasize low-intensity, non-motorized recreational use. Attractions of the area include the French Gulch Historic District, Clear Creek, steep and undulating terrain, diverse vegetation and wildlife. Boundaries between private and public property should be posted and shown on recreation maps to reduce private property trespass, improve visitor awareness, and protect historic resources. Non-motorized recreational opportunities can be emphasized by closing roads and trails to motor vehicle use that traverse

Rationale For The Proposed Action Alternative

Based on public input received on the Draft Plan, Alternative E has been developed as the Proposed Action Alternative under a consensus recommendation of the BLM, Forest Service, National Park Service, and Bureau of Reclamation. This alternative was developed after analyzing comments received on the Draft Plan, reconsidering resource capabilities, and conducting tests on specific issues.

Guidance common to all alternatives and specific measures within Alternative E seem to best accommodate recreation demands, wildlife needs, and socio-cultural-economic considerations on Federal lands within the ISRMA and within the region as a whole. If fully implemented, the proposed action described within the Final Interlakes Special Recreation Management Area Plan would likely:

- **improve transportation** systems for people visiting the rugged terrain between Keswick Reservoir and Clear Creek
- **reduce traffic** through the community of French Gulch by as much as 43 motor vehicles per day
- **reduce traffic** over East Fork Road by as much as 27 motor vehicles per day
- **reduce traffic** over Cline Gulch Road by as much as 12 motor vehicles per day
- **reduce** motor vehicle related **noise** within French Gulch by routing OHV visitors away from the community
- **reduce the maintenance burden** of the Shasta County Department of Public Works by nearly 13 miles of County Road
- **increase law enforcement** capabilities for residences along East Fork Road through the establishment of a "county road/residential protection area"
- **increase recreational opportunities** for a multitude of different public land users
- provide opportunities for the extension of the popular **Sacramento River Trail** all the way towards Shasta Dam
- provide land to Shasta County for the possible development of a needed **regional firing range**
- **generate** about **24 million dollars** of tourism related spending for the local economy
- **reduce fuel loads** and the threat of catastrophic wildfire

for exchange if the action would enhance remedial efforts. Long-term strategies for the units shown on the Alternative E Map include the following:

1. Retain or acquire public access from willing sellers over the road north of South Fork Lookout and prevent public access to facilities constructed to treat acid mine drainage.
2. Install signs on all public access routes indicating that only highway legal vehicles are permitted. Delineate and sign boundaries between public and private land indicating where public access is legal. Develop informational signs indicating opportunities, explaining regulations, identifying hazards and providing land use awareness. Locate and develop non-motorized routes from South Fork Mountain to Keswick Dam connecting to the Sacramento River Trail.
3. Maintain a use agreement with a qualified organization to permit use of the hang glider launching site on South Fork Mountain.

The byway proposed near the Third South Fork of East Fork was dropped from consideration because it would be expensive to build, could lead to some looping along East Fork Road, would be redundant, and would be near a residential area that was sensitive to noise intrusion. Furthermore, a "County Road/Residential Protection Area" was designated within the Chappie-Shasta OHV Management Area along East Fork Road to help provide traffic regulation, protect residential property and reduce trespass. This protection area would likely reduce traffic over this narrow, substandard County Road.

The byway link across Cline Gulch to Shirttail Peak would only be considered for development if alternative access from the east can not be provided within five years. This byway link may be achievable from the east along the ridge that connects Shirttail Peak with East and West Shirt Peaks and presumes that land and/or interests were acquired from a willing seller in the Whiskey Creek Basin. Development of a four-wheel drive road across Cline Gulch would be very expensive, and we feel it is prudent to put a hold on this construction for five years to evaluate an alternative link. It is important, however, to provide a continual link from the south to the north so that visitors can access driving/riding opportunities without travelling through the community of French Gulch, Cline Gulch Road and East Fork Road.

There continues to be a growing demand for OHV related recreation (reference California Outdoor Recreation Plan, 1993) and the Chappie-Shasta OHV Management Area is the only recreation area that emphasizes OHV recreation that is marketed within Shasta County. The Chappie-Shasta OHV Area was supported by a Shasta County Resolution in 1984 and about 3.6 million dollars has been spent by the California Department of Parks and Recreation, Off-Highway Motor Vehicle Recreation Division to assist BLM and the Forest Service in the acquisition of nearly 13,500 acres within this recreation area. This area would continue to draw OHV recreationists from around the state, and would direct OHV use away from highly erosive locations nearby (e.g. Grass Valley Creek watershed).

Although most of the railroad bed adjacent to Keswick Reservoir would be unavailable for motor vehicle driving, County maintained segments of Coram Road would be designated for joint use or abandonment, and other segments of this road would be retained under a four-wheel drive standard. The railroad bed has never been a featured trail of the Chappie-Shasta OHV Area, and BLM has not spent any grant money appropriated through the California State Park, OHMVR Division to manage this trail.

Hiking, running, mountain bike riding and equestrian opportunities would be expanded greatly by offering a limited amount of high quality trail systems closed to motor vehicle travel. The popular Sacramento River Trail would be extended all the way towards Shasta Dam on the east and west margins of Keswick Reservoir and access points to this trail system would be provided at Shasta Dam, Motion Creek (four-wheel drive access only), Motion Siding, Matheson, Keswick Boat Ramp, Walker Mine Road and current access points below Keswick Dam. Existing trail uses over the Belt Line Road on the

- **improve habitat** for fish, deer and a multitude of other wildlife
- provide a sustainable **yield of forest products** from productive forest lands
- **impose strong** soil loss **standards** on existing roads and trails, and rehabilitate roads and trails that cause accelerated soil erosion, or are not needed for recreational opportunities or managerial activities

Recreation Demands: If necessary private lands are acquired and Alternative E is implemented by all Federal agencies, the alternative could lead to a diverse blend of high quality recreation opportunities, and a high rate of expected recreation visitation (614,000 to 773,000 annual visits). Quality recreation opportunities are provided under Alternative E by using a zoning concept where the landscape and recreation activities occurring on that landscape are carefully considered. Although this alternative attempts to blend many recreation activities and uses together, care is taken to provide compatibility where one type of recreation use is expected to be great over the same area.

If implemented, the Alternative E could lead to increased and safer opportunities for OHV recreationists, hikers, runners, mountain bike riders, and equestrians. Opportunities for these activities are expanded by acquiring land, developing loop trails and roads, developing access points and segregating recreation activities within high use areas that may be incompatible. Visitor safety would be improved through signing, providing information at access points, prohibiting target shooting within potential high use recreation areas, and developing a regional firing range.

OHV Recreation opportunities would be expanded by providing a new access point into the ISRMA from New York Gulch or Whiskey Creek. This access point would reduce traffic along East Fork Road and Cline Gulch Road which are currently used to reach roads and trails within the OHV Area. An existing network of 210 miles of available road and trail would be augmented with about 9 miles of new construction. Special attention would be made to complete loop systems, and available roads and trails would be signed for vehicle suitability and skill levels. OHV opportunities would also improve because available roads and trails within the winter range for the Whiskeytown deer herd would not be closed to motor vehicle travel between October 15 to April 1 each year (reference No Action Alternative).

Although most OHV related marketing efforts would focus on roads and trails within the boundaries of the Chappie-Shasta OHV Management Area, special care would be taken to reduce traffic along East Fork Road and Cline Gulch Road. One south to north corridor (or byway) would greatly ease the flow of motor vehicle traffic and tie together large tracts of public land. By developing this corridor, traditional access routes (i.e. Cline Gulch Road and East Fork Road) would no longer be required to reach trail systems to the south or north of those County maintained roads.

enforcement officials have documented 47 sites within Shasta County that are currently used by target shooters. None of these sites are County-approved, and all are unsafe.

A public range is needed for several reasons. One reason is that a public range is needed to satisfy the Hunter Safety Course required by the California Department of Fish and Game in order to obtain a hunting license. Another reason is that popular target shooting areas have been systematically closed due to urban encroachment (e.g. Benton Ranch), recreational development (e.g. Shasta OHV Staging Area), or safety reasons (e.g. BLM lands within the Horsetown/Clear Creek Nature Preserve along Clear Creek Road).

With the extension of the Sacramento River Trail towards Shasta Dam, several informal shooting areas would be lost. Two flats adjacent to the railroad grade would be closed to shooting as would the popular locations adjacent to Iron Mountain Road. Without an alternative site to send target shooters into, this use would likely be displaced to other undesirable locations. When the OHV Staging Area was developed, a very popular shooting site was displaced. Many of these target shooters have found shooting along the railroad bed, Iron Mountain Road, private land along Clear Creek Road, and BLM land near Swasey Drive a convenient alternative. By developing a regional firing range above Walker Mine Road, target shooting use at these alternative locations would greatly decline. Many of these areas may be appropriate to close to target shooting once a regional site is developed.

Although the regional firing range would likely disrupt the peaceful setting of eastern Keswick Reservoir and portions of the railroad bed above Keswick Boat Ramp, noise from target shooting use in these areas is a common occurrence. The site considered for development is currently used by several hundred target shooters each year, formalizing this use into a managed range would improve safety and ensure noise abatement.

Wildlife Needs: If adopted by all Federal agencies, Desired Plant Communities (DPC's) established for the ISRMA satisfy habitat requirements for wildlife species dependent upon early successional vegetation (e.g. Whiskeytown deer herd), late successional vegetation (e.g. northern spotted owl), and riparian vegetation (e.g. Foothill yellow-legged frog). Achieving DPC's would also reduce fuel loadings, provide adequate cover for the protection of soil resources and allow for a sustained supply of forest products from available, productive forest lands. Furthermore, adherence to standards and guidelines for riparian management and the establishment of riparian reserves would protect habitat for anadromous fish (e.g. Chinook salmon) and resident fish (e.g. rainbow trout).

Motor vehicle use levels and conditions of the Whiskeytown deer herd would be closely monitored during the wintering period. If herd conditions decline and are related to motor vehicle related stress, limits would be imposed on the number of motor vehicles that would be allowed over roads and trails between November 15 to April 15. It was once speculated that motor vehicles needed to be prohibited altogether from roads and trails

east side of Keswick Reservoir would likely fit in well with such a concept.

Although prohibiting motor vehicles from driving over most of the abandoned railroad bed adjacent to Keswick Reservoir would be objectionable to many individuals who currently drive on the bed, conversion of this bed into a non-motorized trail appears to be desired by a majority of current and future ISRMA recreationists. Research conducted by the Forest Service's Pacific Southwest Range and Experiment Station (reference Visitor Research Case Study: The Redding Resource Area Final Report, 1995) indicated that current ISRMA visitors tended to favor non-motorized trail development between Keswick Dam and Shasta Dam (56 percent) as opposed to motorized trail development (10 percent). Research with focus groups during development of the Strategic Marketing Plan For Northern California Tourism and Outdoor Recreation (1995) seems to support this finding. The second most important need in the Redding area identified by the focus group was the development of a greenbelt between Redding and Shasta Dam. Although not explicitly defined, the greenbelt most likely referred to trail uses depicted in Shasta County's plan entitled, Sacramento River Greenway: A Rails-To-Trails Master Plan (1991) which called for the conversion of the railroad bed into a non-motorized trail. Finally, extension of the non-motorized, Sacramento River Trail towards Shasta Dam was encouraged by the Recreational Trails Committee of the California State Parks and Recreation under Resolution 93-6.

Opportunities for hiking, running, mountain bike riding and equestrian use would also improve near Clear Creek and Whiskeytown Lake with the development of a day-use area at the Merry Mountain Site and new non-motorized trail systems. Many residents in the community of French Gulch seem to favor development of additional non-motorized trails that might link with the existing network of non-motorized trails within the Whiskeytown Unit of the National Recreation Area (reference A Statement of Community Opposition to the Coggins Mill Off-Highway Vehicle Staging Area, 1994). If input from this community during scoping meetings for this planning effort is indicative of this level of demand, then there appears to be an enormous amount of unrealized demand.

Fishing opportunities would remain about the same with most fishing use occurring on Shasta and Whiskeytown reservoirs. Opportunities to fish along the western banks of Keswick Reservoir would continue to be offered via motor vehicle access by providing two-wheel drive access down Matheson Road and a segment of the railroad bed, and developing a parking area near Motion Siding. Another popular fishing spot near Motion Creek would be accessible via four-wheel drives by traveling down Coram Road to a parking area above the railroad bed.

Target Shooting opportunities would be displaced along most of the western side of Keswick Reservoir and along Iron Mountain Road, but is necessary to ensure a safe experience for trail users on the railroad bed, and to enhance a peaceful river-trail setting. Development of a regional firing range on the east side of Keswick Reservoir above Walker Mine Road would be a great asset to the community. City and County law

Table 2.3 Comparison of Alternatives							
Resource Value or Opportunity	Unit of Measure	No Action Alternative (baseline)	Alternative A	Alternative B	Alternative C	Alternative D	Proposed Alternative E
Recreation Opportunities:							
OHV recreation		43,000-55,000	66,500-78,500	64,500-76,500	56,500-68,500	63,500-75,500	62,000-74,000
Touring		200,000-250,000	SAME	SAME	SAME	SAME	SAME
Hiking and Running		106,000-150,000	125,000-169,000	131,500-175,500	170,000-214,000	163,500-207,500	163,500-207,500
Bike Riding	expected annual visits	97,000-140,000	127,000-170,000	131,000-174,000	140,000-183,000	135,000-178,000	135,000-178,000
Fishing		27,500-32,500	27,500-29,500	27,500-29,500	26,500-27,500	27,500-29,500	27,500-29,500
Hunting		approx. 1,500	SAME	SAME	SAME	SAME	SAME
Equestrian Use		approx. 1,500	1,000-2,000	1,000-2,000	1,500-2,500	1,500-2,000	1,500-2,000
Hang Gliding or Paragliding		200-500	SAME	SAME	SAME	SAME	SAME
Waterskiing or Jetskiing		18,000-19,000	SAME	SAME	SAME	SAME	SAME
Target Shooting		500-1,000	5,000-10,000	5,000-10,000	300-500	5,000-10,000	5,000-10,000
Economic Impact:							
Visitor Spending	millions of dollars	5.9 to 7.8	6.9 to 8.8	7.0 to 8.9	7.4 to 9.2	7.4 to 9.3	7.4 to 9.3
Community Spending		15.3 to 20.3	17.9 to 22.9	18.2 to 23.1	19.2 to 23.9	19.2 to 24.1	19.2 to 24.1
Traffic on Select Roads:							
Cline Gulch Rd.		plus 6 to 18	plus 3	plus 3	no change	plus 2	plus 2 (or none)
Coram Rd. above Staging		plus 12 to 30	plus 13	plus 15	plus 18	plus 20	plus 20
Coram Rd. below Staging		plus 7 to 19	plus 24	plus 22	plus 16	plus 22	plus 22
East Fork Rd.		plus 11 to 32	plus 8	plus 5	plus 2	plus 7	plus 5
Highway 151 segment	expected change in average, annual daily traffic from 1993-1994 traffic estimates	plus 12 to 30	plus 13	plus 15	plus 18	plus 20	plus 20
Iron Mountain segment 1		plus 4 to 8	plus 15	plus 10	plus 20	plus 22	plus 22
Iron Mountain segment 2		plus 4 to 8	plus 6	plus 5	plus 4	plus 7	plus 7
Keswick Lake Ramp Rd.		plus 4 to 8	plus 15	plus 5	plus 16	plus 15	plus 15
Matheson Rd.		plus 4 to 8	none (abandoned)	none 5	plus 4	plus 7	plus 7
Trinity Mountain Rd.		plus 17 to 50	plus 10	plus 8	plus 2	plus 9	plus 7
Walker Mine Rd.		none	plus 4	plus 6	plus 5	plus 10	plus 10
Air Pollution:							
Carbon Monoxide (CO)	estimated pounds per year	20,500 to 26,300	32,000 to 37,500	30,800 to 36,500	27,000 to 32,700	30,300 to 36,000	29,600 to 35,300
Oxides of Nitrogen (NO _x)		3,700 to 4,800	5,700 to 6,700	5,500 to 6,600	5,400 to 6,300	5,400 to 6,500	5,400 to 6,300
Particulate Matter (PM ₁₀)		44,000 to 55,000	67,300 to 79,400	65,300 to 77,400	57,200 to 69,300	64,000 to 76,000	62,800 to 74,900
Oxides of Sulfur (SO _x)		310 to 400	480 to 570	470 to 550	410 to 500	460 to 540	450 to 540
Soil Resources:							
Road Related Erosion	estimated tons/year	515	530	525	500	530	520
Whiskeytown Deer Herd:							
Winter habitat damaged	acres	0	14	12	3	14	2
Road and Trail Status:							
1. Existing OHV roads & trails	miles	130	220	215	200	210	210
2. Seasonal OHV roads & trails	miles	70	0	0	0	0	0
3. Existing street-legal roads	miles	25	30	30	35	35	35
4. Existing non-motorized trails	miles	40	45	50	60	50	50
5. Unclear existing roads	miles	40	10	10	10	10	10
6. New OHV roads & trails	miles	8	14	13	0	14	9
7. New non-motorized trails	miles	0	1	1	1	1	1
8. Southern OHV access points	number	0	3	2	2	2	1
9. South to north corridors	number	1 partial	2 complete	1 partial, 1 complete	0	2 complete	1 complete

within the winter range between October 15 to April 1 each year (reference the No Action Alternative). Research conducted for the California Department of Fish and Game (reference Rock Creek, Off-Road Vehicle/Deer Study, 1991), and by San Jose State University (reference Responses of Black-Tailed Deer to Off-Highway Vehicles in Hollister Hills State Vehicular Recreation Area, Hollister, California, 1989) indicate that deer may be able to tolerate various levels of OHV use without measurable impacts to the herd.

Socio-cultural-economic needs: If considered by all Federal agencies during project planning, the Inventory of Visual Quality Objectives map establishes thresholds that would ensure proper protection of unique landscapes and important viewsheds. Guidance to protect cultural resources that may be eligible for inclusion within the National Register of Historic Places protects sites and features that play an important role in understanding our National heritage. Finally, providing access points into the ISRMA for all registered motor vehicles at Whiskey Creek or New York Gulch would greatly reduce motor vehicle traffic over existing County roads through the community of French Gulch and East Fork Road. This would help improve and retain the peaceful settings that these communities value.

Alternative E also provides a unique mix of recreation opportunities that could lead to a high level of economic return to local businesses and Shasta County as a whole. This alternative could cause visitors within the ISRMA to spend approximately 7.4 to 9.3 million dollars each year. Because money associated with this spending tends to get respent before it leaves the community, this alternative could represent as much as 24.1 million dollars of community spending each year.

Alternative Comparison

Each land-use alternative provides a unique mix of solutions that were formulated to address the issues identified within Chapter One. If fully implemented, each alternative may have different consequences on the natural and social environment. Select consequences of fully implementing the various alternatives are disclosed within Table 2.3.